STATE OF CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

THIRTEENTH ANNUAL REPORT

TO THE

GOVERNOR OF CALIFORNIA

BY THE

DIRECTOR OF PUBLIC WORKS

JANUARY, 1960

A. H. Green

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

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Director of Public Works

JANUARY 1960

EDMUND G. BROWN
Governor

ROBERT B. BRADFORD
Director of Public Works and
Chairman, California Highway Commission

J. C. WOMACK
State Highway Engineer and
Chief of Division of Highways

In Memoriam

JOHN W. VICKREY
1892 - 1959

The death of John W. Vickrey on December 4, 1959 deprived California of a State Highway Engineer eminently qualified for the post.

The loss of "Vick" came as a profound shock to those who had known and worked with him.

On October 1, 1959 he had succeeded G. T. McCoy as State Highway Engineer on the latter's retirement. The appointment recognized a distinguished career of 42 years in positions of ever increasing responsibility. He was particularly identified with the progress in California highway planning since World War II.

His state highway career began in 1917 in District I, and he later served in District III and District IX. He returned to District I in 1933 as District Engineer, moved to Sacramento Headquarters in 1938 as Traffic and Safety Engineer, was promoted to Assistant State Highway Engineer—Planning in 1947, and Deputy State Highway Engineer—Engineering in 1955.

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STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
ROBERT B. BRADFORD, Director of Public Works

DIVISION OF HIGHWAYS

J. C. WOMACK, Sacramento
State Highway Engineer and Chief of Division of Highways

HEADQUARTERS STAFF
Public Works Building, Sacramento

CHAS. E. WAITE---Deputy State Highway Engineer
J. P. MURPHY-----Deputy State Highway Engineer

OPERATIONS

J. W. TRASK------Assistant State Highway Engineer
M. Harris ----------Construction Engineer
F. E. Baxter----------Maintenance Engineer
F. N. Hveem----------Materials and Research Engineer
E. E. Sorenson----------Equipment Engineer

ADMINISTRATION

L. R. GILLIS ------Assistant State Highway Engineer
H. C. McCarty----------Office Engineer
H. B. LaForge----------Engineer, Federal Secondary Roads
M. H. West--------Engineer, City and Co-operative Projects
F. L. Everitt----------Acting Service and Supply Engineer

PLANNING

J. A. LEGARRA----Assistant State Highway Engineer
L. L. Funk----------Advance Planning Engineer
E. J. L. Peterson----------Programs and Budgets Engineer
Geo. Langsner ----------Engineer of Design
G. M. Webb----------Traffic Engineer
F M. Reynolds----------Planning Survey Engineer

BRIDGES

F. W. PANHORST--Assistant State Highway Engineer
A. L. Elliott----------Bridge Engineer—Planning
I. O. Jahlstrom----------Bridge Engineer—Operations
L. C. Hollister----------Projects Engineer—Carquinez
E. L. Walsh----------Bridge Office Engineer
R. R. Rowe----------Bridge Engineer—Special Studies
J. E. McMahon----------Bridge Engineer—Southern Area
H. C. Wood-----Bridge Engineer—State-owned Toll Bridges

PERSONNEL AND PUBLIC INFORMATION

S. H. LATHROP---------Principal Highway Engineer
W. Z. Hegy----------Training and Safety
B. A. Switzer----------Employee Safety
Marian Smith ----------Personnel Officer
L. S. Koritz----------Public Information Officer
R. T. Soderberg----------Training Officer

RIGHT-OF-WAY

FRANK C. BALFOUR-------Chief Right-of-Way Agent
E. F. Wagner----------Deputy Chief Right-of-Way Agent
R. S. J. Pianezzi--------Assistant Chief Right-of-Way Agent, Administration
E. M. MacDonald-------Assistant Chief Right-of-Way Agent, Appraisals
Rudolf Hess ----------Assistant Chief Right-of-Way Agent, Field Supervision, North

ACCOUNTING

E. R. HIGGINS----------Comptroller
Bert Sellier ----------Assistant Comptroller
W. S. Cully----------Assistant Comptroller

DISTRICT ENGINEERS

District		*Office*
I.	SAM HELWER	Eureka
II.	H. S. MILES	Redding
III.	ALAN S. HART	Marysville
IV.	J. P. SINCLAIR Assistant State Highway Engineer L. A. WEYMOUTH, District Engineer R. A. HAYLER, District Engineer	San Francisco
V.	A. M. NASH	San Luis Obispo
VI.	WM. L. WELCH	Fresno
VII.	E. T. TELFORD Assistant State Highway Engineer GEO. A. HILL, District Engineer A. L. HIMELHOCH, District Engineer	Los Angeles
VIII.	C. V. KANE	San Bernardino
IX.	E. R. FOLEY	Bishop
X.	J. G. MEYER	Stockton
XI.	J. DEKEMA	San Diego

LEGAL (DIVISION OF CONTRACTS AND RIGHTS OF WAY)

R. E. REED----------Chief Counsel
Geo. C. Hadley----------Assistant Chief
Holloway Jones----------Assistant Chief
H. S. Fenton----------Assistant Chief

The Nimitz Freeway (State Sign Route 17) is now completed from Oakland to San Jose. This view is easterly across the eight-lane elevated section near downtown Oakland. (Federal Aid project.)

Looking south along a recently completed expressway section of US 99 through the Sacramento River Canyon in Shasta County, north of La Moine. Part of old highway visible in center. (Federal Aid Interstate project.)

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
CALIFORNIA HIGHWAY COMMISSION

C. M. Gilliss, Chairman, Ex Officio
(Between 1-1-58 and 11-10-58)

T. Fred Bagshaw, Chairman, Ex Officio
(Between 11-10-58 and 1-4-59)

Robert B. Bradford, Chairman, Ex Officio
(Effective 1-5-59)

Member	*Residence*	*Date of original appointment*	*Term expires*
James A. Guthrie	San Bernardino	Sept. 14, 1943	Jan. 15, 1961
Chester H. Warlow	Fresno	Sept. 14, 1943	Jan. 15, 1961
Robert E. McClure	Santa Monica	Jan. 18, 1954	Jan. 15, 1962
Robert L. Bishop	Santa Rosa	Jan. 16, 1956	Jan. 15, 1960
Arthur T. Luddy	Sacramento	Feb. 16, 1959	Jan. 15, 1963
Roger S. Woolley	San Diego	Mar. 18, 1959	Jan. 15, 1963

Secretary: Ben D. Martin (Resigned 1-4-59)

Secretary: Frank A. Chambers (Resigned 9-24-59)

Secretary: A. J. Cooper
Assistant Secretary: George N. Cook

CALENDAR OF MEETINGS
July 1, 1958 to June 30, 1959

* July 23 and 24, 1958 — Sacramento

July 29, 1958 — Bakersfield
(Public hearing on freeway location, road VI,X-Ker,Kin, Fre,Mer, Sta-238-A,B,A,A,B,A,A, between Route 4 north of Wheeler Ridge and Del Puerto Canyon Road, west of Patterson.)

July 30, 1958 — Coalinga
(Public hearing on freeway location, road VI,X-Ker,Kin, Fre,Mer, Sta-238-A,B,A,A,B,A,A, between Route 4 north of Wheeler Ridge and Del Puerto Canyon Road, west of Patterson.)

* August 27, 28, and 29, 1958 — Sacramento

September 4, 1958 — Hanford
(Public hearing on freeway location, road VI-Kin-10-B,C, Han,A, between Fresno-Kings County Line and 0.5 mile east of State Route 135.)

September 9, 1958 — Yermo
(Public hearing on freeway location, road VIII-SBd-31-G, H, between 2 miles east of Barstow and Field.)

* September 17, 18, and 19, 1958 — Sacramento

October 7, 1958 — Tracy
(Public hearing on freeway location, road X-S.J-238-A, between Stanislaus County Line and Route 5 southwest of Mossdale.)

* October 15 and 16, 1958 — Sacramento

November 12, 1958 — Los Angeles
(Public hearing on freeway location, road VII-L.A-175-A, Com, LBch,Bfl,DyV, between Alameda Street, near Compton, and Gridley Road in Dairy Valley.)

November 13, 1958 — Bakersfield
(Public hearing on freeway location, road VI-Ker-58-Bkd, C, between Route 4 (new) and Muller Road.)

November 14, 1958 — Fresno
(Public hearing on freeway location, road VI-Tul,Fre-4-E;D,Kngb,A,Sel,Fow,B.Fre, between 1.0 mile South of Tulare County Line and Ventura Street in Fresno.)

* November 20 and 21, 1958 — San Francisco

* December 16 and 17, 1958 — Sacramento

* January 13 and 14, 1959 — Sacramento

* February 18 and 19, 1959 — Sacramento

* March 18 and 19, 1959 — Sacramento

* April 29 and 30, 1959 — Sacramento

May 18, 19, 1959 — Tour
(May 18—Inspection of State highways in El Dorado County.)
(May 19—Further inspection of State highways in El Dorado Co.)

May 19, 1959 — Al Tahoe
(Public hearing on freeway location, road III-E.D-11-J,K, between Meyers and the Nevada State Line.)

May 20, 1959 — Tour
(Inspection of projects under construction on US 40 from Soda Springs to Sacramento.)

* May 20 and 21, 1959 — Sacramento

* June 23, 1959 — Sacramento

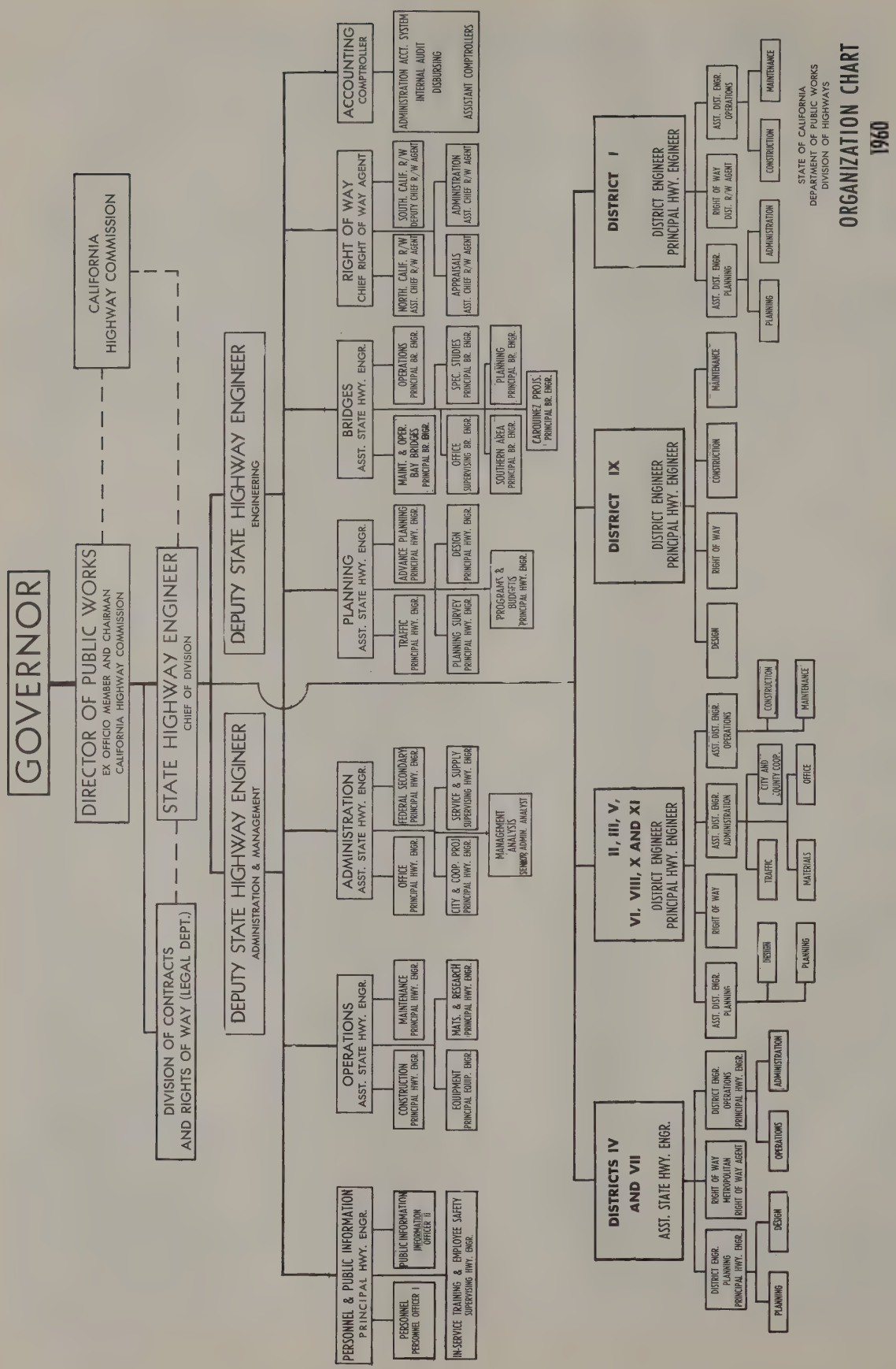
June 24, 25, and 26, 1959 — Tour
(June 24—Inspection of State highways in Shasta County.
June 25—Inspection of State highways in Humboldt County.
June 26—Inspection of State highways in Humboldt, Mendocino, Sonoma and Marin Counties.)

* Regular meetings.

PAST MEMBERS OF THE CALIFORNIA HIGHWAY COMMISSION

Name	Residence	Date of appointment	Termination of membership
Burton A. Towne*	Lodi	Aug. 2, 1911	Resigned Jan. 14, 1914
Charles D. Blaney*	Saratoga	Aug. 2, 1911	Resigned Mar. 1, 1917
N. D. Darlington	Los Angeles	Aug. 2, 1911	Resigned Jan. 8, 1923
Charles F. Stern	Eureka	Jan. 15, 1914	Resigned Dec. 21, 1918
Henry J. Widenmann*	Vallejo	Mar. 1, 1917	Died Oct. 6, 1918
Charles A. Whitmore*	Visalia	Nov. 29, 1918	Resigned Jan. 8, 1923
Emmett Phillips*	Sacramento	Dec. 21, 1918	Died June 18, 1919
George C. Mansfield*	Oroville	June 24, 1919	Resigned Jan. 9, 1923
Harvey M. Toy*	San Francisco	Jan. 9, 1923	Resigned Jan. 3, 1927
Louis Everding*	Arcata	Jan. 9, 1923	Resigned Jan. 17, 1927
Nelson T. Edwards*	Orange	Jan. 10, 1923	Resigned Jan. 3, 1927
Ralph W. Bull*	Eureka	Jan. 6, 1927	Resigned Jan. 6, 1931
J. P. Baumgartner*	Santa Ana	Jan. 6, 1927	Resigned Jan. 6, 1931
M. B. Harris*	Fresno	April 18, 1927	Resigned Jan. 6, 1931
Joseph N. Schenck	Los Angeles	Aug. 19, 1927	Resigned Jan. 6, 1931
Fred S. Moody*	San Francisco	Aug. 19, 1927	Resigned Jan. 6, 1931
Earl Lee Kelly	Redding	Jan. 6, 1931	Resigned Oct. 18, 1932
Frank A. Tetley*	Riverside	Jan. 6, 1931	Resigned July 31, 1935
Timothy A. Reardon*	San Francisco	Jan. 6, 1931	Resigned May 7, 1936
Harry A. Hopkins*	Taft	Jan. 6, 1931	Resigned Oct. 14, 1937
Philip A. Stanton*	Anaheim	Jan. 6, 1931	Resigned Mar. 3, 1939
Dr. W. W. Barham	Yreka	Dec. 20, 1932	Resigned May 21, 1935
Ray Ingels	Ukiah	May 21, 1935	Resigned Oct. 4, 1935
C. D. Hamilton*	Banning	Aug. 1, 1935	Died April 24, 1936
H. R. Judah	Santa Cruz	May 7, 1936	Resigned Oct. 5, 1937
Paul G. Jasper*	Fortuna	May 7, 1936	Resigned Mar. 3, 1939
William T. Hart*	Carlsbad	July 7, 1936	Resigned Mar. 3, 1939
Robert S. Redington	Los Angeles	Oct. 5, 1937	Resigned Jan. 27, 1939
Frank W. Clark	Los Angeles	Jan. 27, 1939	Resigned Mar. 10, 1939
Lawrence Barrett	San Francisco	Mar. 3, 1939	Resigned Jan. 11, 1943
Iener W. Nielsen	Fresno	Mar. 3, 1939	Resigned Jan. 11, 1943
Amerigo Bozzani	Los Angeles	Mar. 3, 1939	Resigned Jan. 11, 1943
Bert L. Vaughn	Jacumba	Mar. 3, 1939	Resigned Jan. 11, 1943
L. G. Hitchcock	Santa Rosa	Mar. 10, 1939	Resigned Jan. 11, 1943
Gordon H. Garland†	Sacramento	Jan. 11, 1943	Resigned Sept. 14, 1943
Mrs. Dora Shaw Heffner†	Sacramento	Jan. 11, 1943	Resigned Sept. 14, 1943
Miss Helen MacGregor†	Sacramento	Jan. 11, 1943	Resigned Sept. 14, 1943
Verne Scoggins†	Sacramento	Jan. 11, 1943	Resigned Sept. 14, 1943
William Sweigert†	Sacramento	Jan. 11, 1943	Resigned Sept. 14, 1943
C. Arnholt Smith	San Diego	Sept. 14, 1943	Resigned Jan. 1, 1949
C. H. Purcell*	Sacramento	Sept. 14, 1943	Resigned July 31, 1951
Homer P. Brown*	Placerville	Sept. 14, 1943	Resigned Oct. 26, 1951
Harrison R. Baker	Pasadena	Sept. 14, 1943	Jan. 15, 1954
Charles T. Leigh	San Diego	May 11, 1949	Jan. 15, 1955
F. Walter Sandelin	Ukiah	Sept. 14, 1943	Jan. 15, 1956
Frank B. Durkee	Sacramento	Aug. 4, 1951	Resigned Dec. 31, 1957
H. Stephen Chase	San Francisco	Oct. 30, 1951	Resigned Feb. 25, 1958
Fred A. Speers	Escondido	Jan. 21, 1955	Jan. 15, 1959
C. M. Gilliss	Sacramento	Jan. 1, 1958	Resigned Nov. 10, 1958
John O. Bronson	Sacramento	Feb. 26, 1958	Jan. 15, 1959
T. Fred Bagshaw	Mill Valley	Nov. 10, 1958	Resigned Jan. 4, 1959

* Deceased.
† Member of the Interim Commission.


GOVERNOR
DIRECTOR OF PUBLIC WORKS
EX OFFICIO MEMBER AND CHAIRMAN CALIFORNIA HIGHWAY COMMISSION
CALIFORNIA HIGHWAY COMMISSION
STATE HIGHWAY ENGINEER
CHIEF OF DIVISION
DIVISION OF CONTRACTS AND RIGHTS OF WAY (LEGAL DEPT.)
DEPUTY STATE HIGHWAY ENGINEER
ADMINISTRATION & MANAGEMENT
DEPUTY STATE HIGHWAY ENGINEER
ENGINEERING
PERSONNEL & PUBLIC INFORMATION
PRINCIPAL HWY. ENGR.
PERSONNEL
PERSONNEL OFFICER I
PUBLIC INFORMATION
INFORMATION OFFICER II
IN-SERVICE TRAINING & EMPLOYEE SAFETY
SUPERVISING HWY. ENGR.
OPERATIONS
ASST. STATE HWY. ENGR.
CONSTRUCTION
PRINCIPAL HWY. ENGR.
MAINTENANCE
PRINCIPAL HWY. ENGR.
EQUIPMENT
PRINCIPAL EQUIP. ENGR.
MATS. & RESEARCH
PRINCIPAL HWY. ENGR.
ADMINISTRATION
ASST. STATE HWY. ENGR.
OFFICE
PRINCIPAL HWY. ENGR.
FEDERAL SECONDARY
PRINCIPAL HWY. ENGR.
CITY & COOP. PROJ.
PRINCIPAL HWY. ENGR.
SERVICE & SUPPLY
SUPERVISING HWY. ENGR.
MANAGEMENT ANALYSIS
SENIOR ADMIN. ANALYST
PLANNING
ASST. STATE HWY. ENGR.
TRAFFIC
PRINCIPAL HWY. ENGR.
ADVANCE PLANNING
PRINCIPAL HWY. ENGR.
PLANNING SURVEY
PRINCIPAL HWY. ENGR.
DESIGN
PRINCIPAL HWY. ENGR.
PROGRAMS & BUDGETS
PRINCIPAL HWY. ENGR.
BRIDGES
ASST. STATE HWY. ENGR.
MAINT. & OPER. BAY BRIDGES
PRINCIPAL BR. ENGR.
OPERATIONS
PRINCIPAL BR. ENGR.
OFFICE
SUPERVISING BR. ENGR.
SPEC. STUDIES
PRINCIPAL BR. ENGR.
SOUTHERN AREA
PRINCIPAL BR. ENGR.
PLANNING
PRINCIPAL BR. ENGR.
CARQUINEZ PROJS.
PRINCIPAL BR. ENGR.
RIGHT OF WAY
CHIEF RIGHT OF WAY AGENT
NORTH. CALIF. R/W
ASST. CHIEF R/W AGENT
SOUTH. CALIF. R/W
DEPUTY CHIEF R/W AGENT
APPRAISALS
ASST. CHIEF R/W AGENT
ADMINISTRATION
ASST. CHIEF R/W AGENT
ACCOUNTING
COMPTROLLER
ADMINISTRATION ACCT. SYSTEM
INTERNAL AUDIT
DISBURSING
ASSISTANT COMPTROLLERS
DISTRICTS IV AND VII
ASST. STATE HWY. ENGR.
DISTRICT ENGR. PLANNING
PRINCIPAL HWY. ENGR.
PLANNING
DESIGN
RIGHT OF WAY METROPOLITAN
RIGHT OF WAY AGENT
DISTRICT ENGR. OPERATIONS
PRINCIPAL HWY. ENGR.
OPERATIONS
ADMINISTRATION
II, III, V, VI, VIII, X AND XI
DISTRICT ENGINEER
PRINCIPAL HWY. ENGINEER
ASST. DIST. ENGR. PLANNING
DESIGN
PLANNING
RIGHT OF WAY
ASST. DIST. ENGR. ADMINISTRATION
TRAFFIC
CITY AND COUNTY COOP.
MATERIALS
OFFICE
ASST. DIST. ENGR. OPERATIONS
CONSTRUCTION
MAINTENANCE
DISTRICT IX
DISTRICT ENGINEER
PRINCIPAL HWY. ENGINEER
DESIGN
RIGHT OF WAY
CONSTRUCTION
MAINTENANCE
DISTRICT I
DISTRICT ENGINEER
PRINCIPAL HWY. ENGINEER
ASST. DIST. ENGR. PLANNING
PLANNING
ADMINISTRATION
RIGHT OF WAY
DIST. R/W AGENT
CONSTRUCTION
ASST. DIST. ENGR. OPERATIONS
MAINTENANCE
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
ORGANIZATION CHART
1960

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

THIRTEENTH ANNUAL REPORT TO THE GOVERNOR ON THE ACTIVITIES OF THE DIVISION OF HIGHWAYS

For the Year July 1, 1958, to June 30, 1959

EDMUND G. BROWN
Governor, State of California

DEAR GOVERNOR BROWN: It is my pleasure to submit to you the Thirteenth Annual Report of the Division of Highways, Department of Public Works. This report, prepared in compliance with Section 143 of the Streets and Highways Code, presents a comprehensive picture of state highway activities during the fiscal year July 1, 1958, to June 30, 1959.

Unquestionably the most significant event of the 1958-59 fiscal year in California's transportation history is the enactment of Senate Bill No. 480, which provides our State for the first time with a long-range master plan for an integrated network of modern access-controlled highways. This California freeway-expressway system encompasses 12,414 miles, planned for development on a freeway basis over the next 20 years at an estimated overall cost of about $10,500,000,000.

This bold freeway plan holds rich promise for the continued prosperity and sound economic growth of our State. It constitutes the largest program of public works in California's history and is by far the largest integrated freeway program ever undertaken by any state.

As you know, the Director of Public Works serves as ex officio chairman of the California Highway Commission. The commission during the past year has continued to pursue an active course of advance determination of freeway routings, with continuing emphasis on co-ordination with city and county planning. In accordance with the expressed desires of the Legislature, the commission has continued to emphasize advanced planning and continuity of fiscal policy in budgeting for construction projects and acquisition of rights-of-way.

State Highway Engineer J. C. Womack, in transmitting this report to me, has reviewed the progress and problems of the Division of Highways during the year. His letter of transmittal calls particular attention to the effect of the federal highway financing slowdown during 1959 which threw our construction progress off schedule just as we were well launched into an accelerated program of freeways and other urgently needed highway improvements.

Respectfully,

Robert B. Bradford

Director of Public Works

December 28, 1959

The Golden State Freeway (US 6-99) in the Los Angeles area, with Griffith Park at the left, Los Angeles River in the center. The view is northwesterly, toward Burbank. (Federal Aid project.)

The once notorious twisting road through the Kettleman Hills in Kings County has been replaced by a modern highway. (Federal Aid project.)

THIRTEENTH ANNUAL REPORT

BY THE

STATE HIGHWAY ENGINEER

July 1, 1958 to June 30, 1959

Honorable Robert B. Bradford
Director of Public Works
State of California

Sir: In compliance with Section 143 of the Streets and Highways Code, there is submitted to you herewith for your approval and transmittal to Governor Edmund G. Brown the Thirteenth Annual Report of the Division of Highways, covering its activities and progress in state highway development during the fiscal year beginning July 1, 1958 and ending June 30, 1959.

At the start of the fiscal year the accelerated construction program which received its principal impetus from the Federal Highway Acts of 1956 and 1958 was in full swing, with every expectation that the program would continue as provided in those measures. As pointed out in Mr. G. T. McCoy's annual report a year ago, California was ready with the plans, specifications, and rights of way to take full and prompt advantage of the increased funds which were provided for this State in line with the revision of the Interstate System apportionment formula in the 1958 federal legislation.

Federal Financing Slowdown

Early in calendar 1959, however, it became increasingly evident that the revenues accruing to the Federal Highway Trust Fund were not going to be sufficient to sustain the program at its planned level during the coming few years. Throughout the spring and early summer there was considerable debate in Congress over various approaches toward a solution of the problem. Meanwhile, it was necessary for California to call a complete halt in the advertising of major state highway construction projects because of the uncertainty of federal financing for the current and future fiscal years.

For the fiscal year as a whole, the pace of state highway construction exceeded that of the preceding year. In 1957-58 the Division of Highways opened bids on 503 projects with a construction value of $212,959,400; in 1958-59 bids were opened on 649 projects with a construction value of $264,388,400.

This increase was registered mostly during the summer, fall, and winter of 1958-59. In the spring and summer of 1959 it was a different story. For example, in July 1958 there were bids opened on 74 projects with a construction value approximating $63,000,000; whereas in July 1959 bids were opened on 61 projects with a total value approximating $38,000,000. As is further evident from these figures, the sharpest effect of the slowdown was on the large-scale projects.

Since midsummer 1959 the pace of advertising and construction has been somewhat increased following the enactment of the 1-cent increase in the federal gasoline tax, but it will be well into 1960 before construction progress begins to approach the momentum it had early in the 1958-59 fiscal year.

It will be even longer before the full 1958 pace is regained, because the federal highway apportionment for California for the 1960-61 fiscal year is only $227,708,867 as compared with $302,020,852 for the 1959-60 fiscal year.

It is hoped that the highway financing studies now under way at the federal government level will be a prelude to early congressional action which will clear up the financing picture, so that the orderly long-range planning which has been the basis for California's balanced highway progress over the past 12 years may be carried on with full effectiveness.

State Revenue Picture

Highway revenues collected at the state level continued to increase with growing registration and motor vehicle use.

Early in 1959 the Legislature enacted a bill to make the 1953 schedule of highway user levies permanent. The original legislation had provided for a reduction in these levies in 1955, later amended to January 1, 1960. The 1959 legislative action to retain the tax schedule indefinitely thus provides the Division of Highways with assurance of continuity in the state revenue pattern, if not the federal. Most important, it enables positive fiscal planning with adequate future state funds provided for necessary matching of anticipated federal funds.

Freeway-Expressway System

On September 2, 1958, the Department of Public Works presented to the Legislature a report on a "California Freeway System," as called for in Senate Concurrent Resolution No. 26 of the 1957 session. This report proposed a statewide freeway system covering 12,241 miles.

The report served as the basis for Senate Bill 480 in the 1959 Session, which was finally passed by the Legislature early in June and signed into law by Governor Brown on June 19, 1959, to become effective September 18, 1959.

As enacted, the legislation provides for a California Freeway-Expressway System totaling 12,414 miles, to be developed over the next 20 years at a cost of about $10,500,000,000. This system includes 10,811 miles of highway already under state jurisdiction and 1,603 miles of new state routes, some of them now maintained by cities or counties and others not yet constructed. The system is estimated to carry an estimated 59 percent of the total vehicle travel in the State when it is completed. Over the next 20 years it will return benefits to the traveling public, in terms of reduced operating costs, of nearly 2 dollars for every dollar it costs to construct it.

The Freeway-Expressway System is geared to an estimated California population of 31,000,000 persons in 1980, with a motor vehicle registration of 17,000,000.

By directing that the Freeway-Expressway System be developed with provision for control of access "to the extent necessary to preserve the value and utility of the facilities to be constructed," the Legislature has embodied in state law a longstanding policy of the Highway Commission and the Division of Highways. Freeway development in future years will thus continue on the same basis as in the recent past; namely, with access protected on all routes in the system, but with initial development ranging from eight lanes in a metropolitan area to only two lanes in open country.

An important feature of the legislation is its built-in flexibility. Senate Bill 480 requires the Division of Highways to submit a progress report to the Legislature every four years, beginning in 1963, and to suggest possible revisions of the system as indicated by changing growth, economic, and traffic patterns.

Contract Data

During the 1958-59 fiscal year the Division of Highways opened bids for 649 projects with an estimated construction value of $269,830,300 including construction engineering, but not including the cost of rights of way. Of these 649 projects, contracts were awarded in connection with 607 projects with a value of $264,388,400; bids not in the best interest of the State were rejected on 33 projects; leaving contracts on nine other projects for award after July 1, 1959. Contracts were also awarded during this fiscal year for 17 other projects valued at $15,704,900; these were projects on which bids had been received during the previous fiscal year. In addition, informal contracts valued at $512,900 were approved during the year for restoration of state highway facilities.

The cost of right-of-way acquisition and utility relocation, exclusive of land clearance, overhead, and acquisition for other agencies, amounted to $126,648,702 for the year.

A total of $280,093,200 in contracts awarded during the fiscal year is made up of $230,962,300 for construction on the State Highway System; $26,129,400 for construction on county roads which are a part of the Federal Aid Secondary System; and $23,001,500 for contracts financed from maintenance funds, emergency repair funds and work involving other agencies.

The State Highway System contracts amounting to $230,962,300 consisted of $145,738,600 in contracts financed from the Highway Commission's budget for the 1958-59 fiscal year; $81,268,600 in contracts financed from the 1959-60 fiscal year budget which were awarded under statutory provisions between January 1 and June 30, 1959; and $3,955,100 from the 1960-61 Budget as explained below. Under these statutory provisions it was possible to award 119 contracts before the start of the 1959-60 fiscal year, thereby allowing a longer construction season on many projects and earlier opening of improved facilities to traffic.

The State Highway System construction contracts referred to above entailed improvement of 1,879 miles of highways and construction of 367 bridges and separation structures. The tabulation on page 44 of this report shows the constructed mileage by types.

Section 143.15 of the Streets and Highways Code, enacted in 1957, made it possible to finance certain large and complex construction projects in more than one state highway budget. In such cases the contract is awarded for the entire project, but the budget item covers only the estimated expenditure during the fiscal year concerned. Under normal conditions this procedure would allow optimum use of available revenue.

However, as a result of the problems encountered with split financing resulting from the federal interstate slowdown in 1959, the California Highway Commission included no split-financed projects in the 1960-61 fiscal year budget which it adopted on October 28, 1959, pending further clarification of the federal highway financing outlook.

Organizational Pattern

The activities of the Division of Highways during the 1958-59 fiscal year are covered in some detail in the departmental sections which comprise the bulk of this report. It should be pointed out that while this material is presented under functional headings for conciseness and ease of reference, the actual work carried on by the division is mainly done on a district basis. Each district, as is indicated on the organization chart on page 8, has its appropriate counterpart of the overall divisional organization; it is in the 11 districts, with the exception of bridge planning and construction, that almost all phases of the division's program are carried out. The organizational trend is toward increased decentralization of authority and responsibility from Headquarters to the districts.

Newly completed section of San Diego Freeway (US 101) in Orange County. This southward view shows the Niguel Road-El Toro Road Interchange. (Federal Aid Interstate project.)

Los Angeles Metropolitan Area

Although the total mileage of new freeway opened to traffic in the Los Angeles area during the 1958-59 fiscal year was not impressive, there was a great deal of construction activity rich in the promise of major traffic benefits in the near future—especially in the downtown area, where the volume moving through the Four-Level Interchange has reached 324,000 vehicles a day.

The heaviest emphasis has been on the Golden State and Santa Monica Freeways, including the East Los Angeles Interchange which will interconnect not only these two Interstate System routes but also an operating interstate freeway, the Santa Ana, and the future Pomona Freeway. A $9,924,600 contract for the interchange, including 30 structures, was awarded on April 6, 1959.

Northward and westward from the interchange job, work continued on the Golden State and Santa Monica Freeways, respectively. The former was being constructed to Pasadena Avenue, while on the latter the emphasis has been on structures. One group of bridges, now completed, will carry the freeway over the Los Angeles River and the adjacent railroad. Another structural complex straddles the Harbor Freeway, where a specially constructed eight-lane detour carried 190,000 vehicles a day around construction.

Other freeway work in and near the central Los Angeles area included further widening on the Santa Ana Freeway; progress on extending the Harbor Freeway to 190th Street; and a start on extension of the Long Beach Freeway northward to connect with the San Bernardino Freeway.

In the San Fernando Valley the Golden State Freeway was being extended northwesterly beyond Burbank to Lankershim Boulevard; and the Ventura Freeway was extended westward from North Hollywood, with construction under way to close the two remaining gaps in and west of Sherman Oaks.

On the San Diego Freeway work continued in the Culver City area and through the Santa Monica Mountains, with emphasis on the continued excavation of the gigantic Mulholland Cut.

In Orange County, important freeway work was completed during the year. The San Diego Freeway was completed through San Juan Capistrano and then for eight miles to the north. Work now under way in the San Clemente area will complete US 101 as a full freeway for 90 miles from the west edge of the San Fernando Valley, through downtown Los Angeles and

past the Orange-San Diego county line. Another major project in Orange County was construction to close a 2.7-mile gap on the Riverside Freeway in the Fullerton area.

San Francisco Bay Area

Major freeway progress was registered in almost every portion of the San Francisco Bay area during the past year, with structural achievements in the forefront. Completed viaduct projects included the extension of the Embarcadero Freeway to Broadway and the Central Freeway to Turk Street, both in San Francisco, with construction continuing on the first unit of the Southern Freeway, a major interchange with the James Lick (Bayshore) Freeway near Alemany Boulevard.

On November 25, 1958, the parallel Carquinez Bridge and the final unit of its US 40 freeway approach, the "Big Cut" section between Hercules and Crockett, were opened to traffic. In return for the 25-cent automobile toll reimposed on the Carquinez Bridge, motorists between Oakland and Vallejo are saving 20 minutes to an hour in travel time in addition to enjoying the safety of a modern freeway. With the expected early completion of a gap-closing project in and north of El Cerrito, US 40 will soon be a full freeway all the way from Oakland to north of Vallejo.

Meanwhile, emphasis on major water crossings continued, with preparations for start of work on the Benicia-Martinez Toll Bridge and the Webster Street Tube between Oakland and Alameda.

Progress also continued toward the completion of a Y-shaped freeway network consisting of the Bayshore, Nimitz (Eastshore) and Sign Route 17 freeways, centering on San Jose.

The Bayshore, already completed south as far as Palo Alto, was under construction to Sunnyvale. The Nimitz was completed from Oakland to San Jose, with the opening of a 10-mile section north of Warm Springs and a short section near downtown Oakland. On Highway 17 a short freeway section in Santa Cruz and an 8.8-mile section from Los Gatos into San Jose were completed. And construction was under way on the two remaining projects in San Jose, including the major interchange linking the three routes.

In the North Bay area emphasis continued on the Redwood Highway (US 101) with bridge construction continuing at Greenbrae and a freeway project completed just south of the San Quentin Wye. Farther north, construction on the first unit of the Healdsburg bypass was completed and work was ready to begin on the remaining unit.

On other North Bay routes major accomplishments included completion of the Marin County freeway approach (Sign Route 17) to the Richmond-San Rafael Bridge; and 6.7 miles of freeway on the Black Point Cutoff (State Sign Route 37) easterly from US 101 to connect with the new four-lane Petaluma Creek Bridge.

In the East Bay section, in addition to the work on US 40 and the Nimitz Freeway, large-scale freeway jobs included the link between Orinda and Lafayette on State Sign Route 24 and the major interchange at Walnut Creek connecting that freeway with State Sign Route 21. There was no major construction work on US 50, but right of way acquisition was pushed rapidly ahead on the MacArthur Freeway in Oakland in preparation for early construction activity for which some financing had been provided.

Other than major freeways there was considerable work throughout the area on important routes such as State Sign Route 1, where expressway work was completed north of Santa Cruz; State Sign Route 29 in Napa County, where the Yountville Bypass was opened; and US 101 (El Camino Real), where a four-mile divided highway section replaced a three-lane section between Santa Clara and Sunnyvale.

San Diego Area

Construction emphasis in the San Diego area during the past year continued to be focused on conversion of US 80 to a full freeway from US 101 to El Cajon. Recently completed contracts include two major units in the La Mesa section, with work continuing on several others. Work is also continuing on the final stages of the State Sign Route 94 freeway in downtown San Diego, with structures now in place.

The next major long-range project in this area will be the freeway development of US 101 northward from National City. Final design on the downtown San Diego section is about completed. A short section of freeway from Washington Street to Barnett Avenue was recently opened.

San Bernardino-Riverside Area; Other Southern California Routes

By the end of the 1958-59 fiscal year the local freeway network for the San Bernardino-Riverside area was nearly ready for ribbon-cutting ceremonies, which finally took place in November 1959, and included the final unit of the San Bernardino Freeway in San Bernardino, the "missing link" between Colton and Riverside on the Riverside Freeway, and the full use of the three-level interchange east of Colton which had hitherto been only partly open.

On the major freeways approaching the area, the most spectacular achievement was the completion in December 1958 of the 29-mile section of the Barstow Freeway (US 91-466) on new location across the desert between Barstow and Victorville. A few months later the freeway entrance into San Bernardino from Devore was also opened, tying into the San Bernardino Freeway at Highland Avenue.

On the west, additional interchanges were completed and others placed under construction to complete conversion of the San Bernardino Freeway from expressway to full freeway between Ontario and Colton.

On the south, the Riverside Freeway was extended to Van Buren Street, with construction continuing toward Corona and about to begin in and near Corona.

On the Corona Freeway (State Sign Route 71), a new section of initial two-lane freeway, with provision for later widening, was completed south of Chino. On the Escondido Freeway portion of the same route, a two-lane section near Perris was widened to four-lane expressway.

Farther east in Riverside County nine miles of freeway on US 60-70-99 were under construction just west of Indio, and a new bridge was being built across the Colorado River near Blythe.

Central Coast Area

North and west of Los Angeles, freeway construction and other improvements continued on US 101.

The Conejo Grade in Ventura County was converted to a freeway, and widening was in progress on the shoreline section of US 101 just north of Ventura. Freeway construction was under way in and east of Santa Barbara, and another section of expressway was completed north of Buellton.

The last remaining section of US 101 in San Luis Obispo County to be converted to freeway or expressway—the section through Pismo Beach—was ready to go to contract. Freeway projects were completed during the year through Arroyo Grande and Paso Robles.

In central Monterey County, two adjoining contracts were in progress for nine miles of freeway in the Soledad-Gonzales area, while north of Salinas an important interchange was constructed near San Juan Bautista.

Increased attention was given to State Sign Route 1 during the year, with realignment and widening under way east of Morro Bay and south of Lompoc and an interchange being constructed at Carmel.

Three projects were under way or completed east of Paso Robles to round out a six-year program providing 31 miles of modern two-lane highway, with access control, on State Sign Route 41-US 466.

Central Valleys—US 99 and Other Routes

Another major improvement on State Sign Route 41 was the realignment through the Kettleman Hills in Kings County.

On US 99, work continued on converting the Grapevine Grade in southern Kern County to an eight-lane freeway and on the elimination of the last three-lane section, just north of Fresno. The freeway through Madera was completed. Some of the interchanges were completed on the Stockton Bypass.

On other San Joaquin Valley routes, expressway construction was under way on US 466 east of Bakersfield; and significant improvements were completed on State Sign Route 65 south of Lindsay, on State Sign Route 180 east of Minkler, and on State Sign Route 168 on Shaw Avenue in Fresno.

Recently completed freeway section near Arroyo Grande, San Luis Obispo County. (Federal Aid project.)

In the Sacramento Valley, the major construction on US 99 was grading and structure work on the southerly freeway entrance to Sacramento. To the north, on US 99E, construction was in progress on a new Yuba River Bridge at Marysville and on widening of the Esplanade in Chico.

North of Redding on US 99, work was begun during the year on two adjoining contracts in and south of Dunsmuir which will provide eight miles of freeway in the Sacramento River Canyon.

In Yolo and Solano Counties construction was in progress on a total of 19 miles of Legislative Route 90, the Vacaville-Dunnigan cutoff. In the Delta area, State Sign Route 12 was relocated south of Isleton.

Rapid Progress on US 40

The construction emphasis which has been placed on US 40 as an interstate route during the past few years was climaxed during the 1958-59 fiscal year, not only by the completion of the Carquinez Bridge and freeway approaches but also by the near-completion of several other freeway contracts east of Sacramento to the point where they would be in service in time for the Winter Olympics at Squaw Valley in February 1960.

Conversion from expressway to freeway was completed in and north of Vallejo and was begun near Davis. But the major work was east of Sacramento with five contracts, totaling 37.5 miles, near the windup stage: Roseville to Newcastle, Magra to Monte Vista, Hampshire Rocks to Soda Springs, and two adjoining contracts between Donner Lake and Floriston to connect with the recently completed freeway section between Floriston and the Nevada State Line.

Meanwhile, freeway construction was under way or ready to start between Monte Vista and Emigrant Gap.

Other Foothill and Mountain Routes

Several other highways approaching and crossing the Sierra Nevada and the Cascades were the scene of construction activity during the year.

On State Sign Route 88 a realignment was completed between Ione and Jackson and widening was started over the rugged Carson Spur section.

On US 50, widening work continued on a U. S. Bureau of Public Roads project near Pacific House and on a state project in Tahoe Valley.

State Sign Route 89 was widened between Squaw Valley Road and US 40, and on the south approach to Lassen Volcanic National Park.

US 40 Alternate was improved between Spring Garden and Sloat.

On US 299, the last unit of the realignment over the Hatchet Mountain section was under way, between Hillcrest and west of Burney.

State Sign Route 36 was realigned between Lassen Camp and Mineral.

East of the Sierra, improvement continued on US 6 in the Red Rock Canyon area and south of Bigpine, while the first of two units looking toward relocation of US 395 over Conway Summit was completed.

North Coast—Redwood Highway (US 101)

In Mendocino and Humboldt Counties, construction emphasis continued on US 101, the Redwood Highway. Expressway construction was under way south of Laytonville, extending a newly completed project; and an expressway section north of Laytonville was being completed.

The first unit of the Redwood Parks Freeway was opened to traffic in the Dyerville area, and construction was under way from there south to Myers Flat. Other expressway construction in Humboldt County on US 101 included the start of a parallel Eel River Bridge south of Scotia, completion of a section between Fortuna and Fernbridge, completion of a short section north of Arcata, construction near Trinidad and completion of a section between Patricks Point and Big Lagoon.

On other routes in the North Coast area, relocation of State Sign Route 53 from Clearlake Highlands to near Clearlake Oaks was completed; and improvement of the Shoreline Highway (State Sign Route 1) continued with new bridges at Gualala and at Pudding Creek.

Summary

As is evident from the foregoing resume of projects, emphasis continues on the Interstate System, but with considerable improvement taking place on other state highway routes. It is not possible to detail here the large number of projects providing for realignment, relocation, widening, new bridges, and other improvements on many of the cross-state laterals, mountain highways and other routes important to the State's continuing economic growth. There has also been a continuation of projects providing much-needed traffic relief on an interim basis, pending future freeway development, such as one-way street couplets, widening of major local arteries, and signalization and channelization projects, usually under a co-operative arrangement with the city or county concerned.

Conclusion

Although the change itself occurred after the close of the 1958-59 fiscal year, mention should be made here of the retirement of Mr. G. T. McCoy as State Highway Engineer after 32 years of service with the Division of Highways, the last 16 of them as its chief. Mr. McCoy retired on October 1, 1959, having reached the compulsory retirement age of 70 during the preceding month.

California's huge highway modernization program since World War II, with emphasis on multilane freeways and involving the expenditure of some $2,500,000,000, was carried on under Mr. McCoy's direction. He guided the program and the organization through a period of tremendous growth and rapid changes in such a manner as to earn statewide and even nationwide recognition, culminating in his receiving the Thomas H. MacDonald Memorial Award from the American Association of State Highway Officials at its annual meeting in San Francisco on December 1, 1958.

Through most of the critical period referred to, the planning phases of the highway program were under the direction of Mr. J. W. Vickrey, first as Assistant State Highway Engineer—Planning, and since 1955 as Deputy State Highway Engineer—Engineering. Upon Mr. McCoy's retirement, Mr. Vickrey was appointed by the Director of Public Works as State Highway Engineer.

A little more than two months later Mr. Vickrey passed away in a Sacramento hospital after undergoing surgery. His unexpected passing shocked all who knew and had worked with him. As his assistant for many years in the field of highway planning, the present State Highway Engineer is even more keenly aware than others of the loss suffered by the State of California in his premature and unexpected passing.

Respectfully submitted,

State Highway Engineer
Chief of the Division of Highways

December 28, 1959

One of several newly completed freeway sections on US 40 in Placer County. (Federal Aid Interstate project.)

Heavy grading operations in Butte County for the relocation of US 40 Alternate in connection with the Feather River Project.

Spraying curing coat on fresh concrete during reconstruction of southbound lanes of US 99 south of Bakersfield. (Federal Aid Interstate project.)
—Bakersfield Californian photo

OPERATIONS

In the California Division of Highways organization, the functions of Construction, Maintenance, Equipment and Materials and Research are administered under the direction of the Assistant State Highway Engineer—Operations. This section of the report covers the activities in these fields during the 1958-59 fiscal year.

CONSTRUCTION

About 18 percent of the contracts completed during this past year were in the $500,000 and over category. Also, the largest single highway contract in value let to date was awarded during this fiscal year. This is the project which entails construction of the interchange between the Golden State, Santa Ana and Olympic Freeways in Los Angeles, the low bid for which was approximately $9,726,000. Included in this contract are 28 bridges, 20 retaining walls and portions of three more bridges.

At the same time, the contractors are using larger and faster equipment to build our highways and bridges and, as a result, are completing volumes of work in a month's time which would have seemed impossible in even fairly recent years. For example, the contractor on one freeway project has been collecting monthly progress pay estimates in excess of a half million dollars regularly, with a high so far of over $650,000. However, it should be pointed out that 82 percent of our contracts during the same year fell in the below $500,000 category.

Construction Practice

The past fiscal year saw several contracts on which the contractors elected to exercise the option to construct portland cement concrete pavement in 24-foot widths. It is anticipated that projects will be set up in the near future on which the slip-form method of constructing this type of pavement may be utilized experimentally.

New equipment appearing on the jobs during the past year included bigger, faster-moving machinery for grading and compacting; spreading machines for asphalt surfacing which can double the output of equipment currently being used; and earth-moving rigs such as scrapers with 30 cubic yard capacities.

An example of the kind of high speed production methods that are being used is the excavation operation in the Mulholland materials source for the Ventura Freeway in Los Angeles. As many as seven bulldozers feed material to the bulkhead and 60-inch belt loader, which in turn, loads up to 40 bottom dump trucks. These trucks which are used in hauling material from the borrow site to the job have a capacity of over 20 cubic yards. The belt loading operation hits a peak production of one cubic yard of material per second.

This project also was interesting in that the contractor elected to build haul bridges over city streets at his own expense. The advantages included increased safety and speed of haul operations plus the lack of restriction on hauling overloads.

On a freeway project in Riverside County, the contractor's earth-moving operations have reached a production of over 40,000 cubic yards of material per day.

Work for Other Agencies

During the year, various projects were administered by the Division of Highways for or in co-operation with other state and federal agencies, in addition to federal aid secondary projects for counties.

Highways were being relocated in connection with construction of Whale Rock Dam in San Luis Obispo County and Oroville Dam in Butte County, both dams being projects of the Department of Water Resources. Construction of the Twitchell Dam by the Bureau of Reclamation necessitated relocation of eight miles of the Cuyama Road in San Luis Obispo and Santa Barbara Counties.

Several projects were handled for the Division of Beaches and Parks. In the main, these consisted of constructing parking areas and entrance roads. Probably the best known of these state park jobs completed during the year was the entrance and parking area to Hearst Castle at San Simeon.

Special Projects

A program of review of plans and specifications for jobs which are being readied for advertisement has been worked out and formalized.

A study of engineering costs chargeable to various major construction operations was completed and a report written. Further study of this subject is contemplated.

A study of the causes of embankment failures and the methods of preventing and correcting them was conducted. It was decided to work this into a training program for construction personnel, with sketches and slides made by the Audio-Visual Section.

Paving specialists, co-operating with the Training Section and with the assistance of the Asphalt Institute and Portland Cement Association, conducted a training program in the districts. This program covered the subjects of asphalt pavement and portland cement concrete pavement. Supplementing this formal training program, a concrete paving specialist has been giving on-the-job training to field forces who have had little or no recent experience with concrete pavement.

A series of conferences was held in preparation for the rewriting of the California Construction Manual. Attending these conferences were resident engineers, inspectors and field office assistants from each district. The material obtained from these representatives of district field forces will be of great value to those engaged in writing the manual which is scheduled for distribution in the spring of 1960.

The Equipment Reference Manual has been added to during the past year and now contains 20 reports on different types of construction equipment.

Headquarters Construction Department assists the districts by reviewing and analyzing their summaries of contractors' claims. Every effort is made by the districts and the Construction Department in Headquarters to resolve the differences of opinion between the State and the contractors and obviate the necessity of the claims going to the Board of Review for formal hearings.

Planting Contracts

The expanded roadside development program ($2,346,189 expended during 1958-59 vs. $1,313,400 during 1956-57) and the tremendous increase in scope of the average roadside development contract have, of course, compounded the problems attending the successful execution of a planting contract.

In an effort to co-ordinate this work and assist in the interpretation of planting specifications, a field representative has been made available from the Headquarters Construction Department to work with the districts in an advisory capacity on matters pertaining to roadside development contracts.

Conservation Camp Projects

During the fiscal year, the Division of Highways and the Department of Corrections carried on joint operations of Conservation Camp No. 37 at Cedar Springs, Los Angeles County; No. 41 near Happy Camp on the Klamath River in Siskiyou County; and No. 42 near Lord Ellis Summit in Humboldt County.

Camp 37 forces were engaged in clearing, rough grading, installing culverts and constructing retaining walls on Route 62 between Islip Saddle and Crystal Lake. As of June 30, 1959, approximately four miles of roadway have been rough graded and the remaining portion of the 6.5 miles of proposed construction has been pioneered.

Camp 41 completed the improvement of six miles of the Klamath River Highway between Clear Creek and two miles west of Happy Camp, and clearing and excavation operations were carried on and drainage facilities were installed on the nine-mile section between Swillup Creek and Clear Creek.

Camp 42 completed almost all work on the first 1.4 miles of the proposed 23 miles on US 299. Clearing of 2.5 miles and excavation of almost one mile of the next 3.9 miles have been completed.

Preliminary investigation and planning was carried on during the year preparatory to establishing Camp 43 which will take the place of Camp 37 in the program when the work of the latter installation is completed. The proposed location of Camp 43 as approved by the California Highway Commission is on State Sign Route 78 in Kern County in the Kern River Canyon between Bakersfield and Isabella Reservoir.

The following tabulation shows the camp locations and inmate population as of June 30, 1959:

Camp No.	*Road*	*Location*	*Inmate quota*	*No. of inmates*
37	VII-LA-62-B	Cedar Springs	100	98
41	II-Sis-46-A	Clear Creek	64	61
42	I-Hum-20-B,C	Near Lord Ellis Summit	45	38

MAINTENANCE

General

Relatively mild weather and lack of substantial amounts of rainfall throughout most of the State during the 1958-59 winter season aided maintenance crews in the preservation of approximately 13,800 miles of state highways.

Lack of rainfall during the fall and early winter months extended the fire hazard season. In December 1958, two severe forest fires in Southern California required the closing of the Pacific Coast Highway, US 101 Alternate, near Topanga Canyon, and the Ortega Highway, Sign Route 74, east of San Juan Capistrano.

Flash floods at widely scattered points in the desert and mountain areas of Southern California necessitated the temporary closure of some major highways for short periods of time during the latter part of July, during August, and the first part of September. The first snow storm of the season was experienced at the higher elevations in Northern California on September 23, necessitating a short closure of the Sonora Pass Road.

Subnormal conditions are evidenced by the following rainfall and snowfall data. At the end of December 1958, rainfall at Sacramento was only 23 percent of normal, and at Donner Summit on US 40 the seasonal snowfall amounted to only 27 inches. Only nine inches of snowpack remained at that location on December 31, compared to an 80-inch pack the previous year.

The precipitation at Sacramento remained deficient and was only 67 percent of normal at the end of April 1959. Only a trace of snow remained at Donner Summit at that time compared with a snowpack of 78 inches the previous year.

Rock slide on US 40 Alternate in the Feather River Canyon.
—Oroville Mercury-Register photo

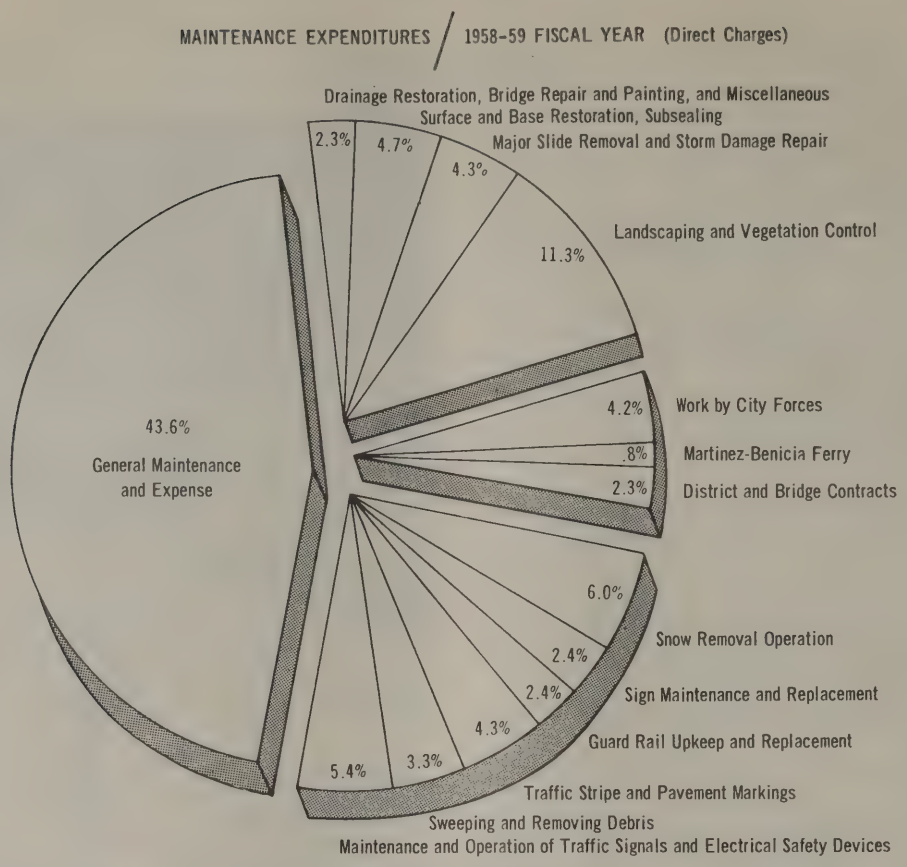
Radio-controlled road information sign at Colfax on US 40 (above). At right, communications clerk uses dial on control panel in Sacramento headquarters office to change the message on the Colfax sign, nearly 55 miles away.

The winter season was not without extremes of rainfall in some locations, as during one mid-February storm 12½ inches of rain fell at Big Bear during a three-day period, and 8½ inches of rainfall fell at Running Springs Park in 36 hours, both locations being in the San Bernardino Mountains. On April 25, 1959, four inches of rain fell in six hours in the vicinity of Galt in Sacramento County.

High winds preceding a heavy rainstorm in Southern California produced a dust storm which required the closing of the portion of the Ridge Route south of Bakersfield for some 16 hours on February 15, 1959.

An earth slide closed the Pacific Coast Highway along the Pacific Palisades near Santa Monica for 2½ days in May 1959, and for additional short periods in June. Traffic was detoured by way of city streets until a detour on the seaward side of the roadway could be established. The slide was about one mile east of the large slide which closed the road for three months the previous year and which was pictured in the 12th Annual Report.

On December 31, 1958, a Hawaiian freighter proceeding down the San Joaquin River in dense fog missed the open span and struck a pier of the Antioch-Sherman Island Bridge, on Sign Route 24. Consider-



This "pie chart" shows the categories of state highway maintenance expenditures totalling more than $32,000,000 in the 1958-59 fiscal year.

able damage was done to a steel tower supporting the deck, and the bridge was closed to all vehicle traffic. Temporary repairs were made and the bridge opened to traffic on January 25. A contract was let later for permanent repairs.

The total expenditure for all state highway maintenance work, including the upkeep and repair of the Benicia-Martinez Ferry System, for the year was $32,093,873.

Slides and Storm Damage

During the fall months road closures due to slides were relatively few and widely scattered. Reconstruction of a portion of US 299 about five miles east of Douglas City necessitated by a major slipout which occurred on February 24, 1958, was completed on October 2, 1958. At a somewhat similar slipout on US 299 east of Montgomery Creek which occurred on the previous January 10, the road was restored by November 28, 1958. Both projects were handled by the Construction Department as repair contracts.

Sign Route 9 between Santa Cruz and Felton was closed for approximately three months to facilitate slide removal operations. Highway traffic was detoured over a parallel county road.

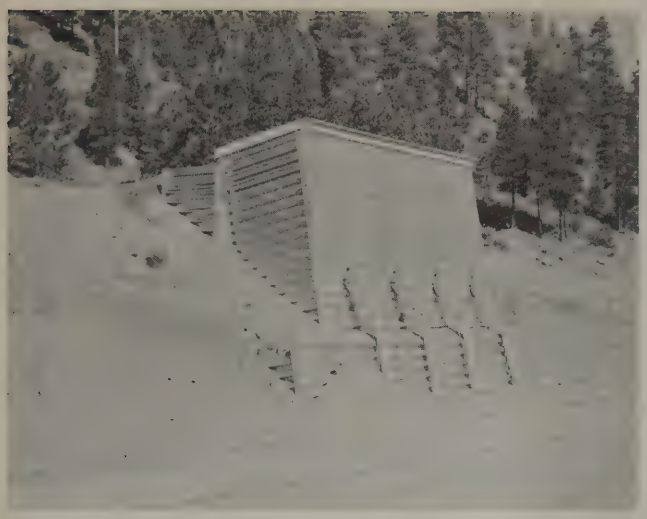
January storms caused numerous small slides in the northern part of the State, and a slide of massive granite slabs estimated at 10,000 cubic yards volume closed the Feather River Highway near the Arch Rock Tunnel for a 10-day period.

While some high water was experienced in the north coastal area and slides closed some roads for short periods in February 1959, the highway damage was small compared to that experienced the previous year.

Snow Removal and Pavement Sanding

The mildness of the winter season was reflected in the below normal snowpack which developed in the mountain areas and the early dates on which the mountain pass roads were opened. Heavy falls of snow generally were not encountered until after the first of the year, and blizzard conditions prevailed for only short periods of time. Temperatures were not extremely low; however, it was necessary to operate the usual complement of road-sanding equipment to protect traffic.

Large trucks with V-type bodies equipped with power spreaders operated from the cab were put into operation on several major mountain highways. Large conventional dump trucks used for aggregate hauling during the summer months were equipped with hydraulically powered sand spreaders and augmented the fleet of traction type sanders used during the



Bin type sand bunker on US 40.

winter months. Additional maintenance trucks of various sizes were equipped with snow plows to enable crews to immediately start snow removal operations in the event of a sudden snow storm. Salt in the amount of some 3,000 tons was used in the snow removal and sanding operation.

One hundred twenty-one inches of snow fell at Donner Summit during February. The total snowfall for the year at Donner Summit was 265 inches, and the maximum pack amounted to 100 inches.

Storms producing light snowfall interspersed with periods of warm weather permitted intermittent opening of such roads as the Deer Creek Highway, Sign Route 32, the Mineral-Mill Creek Post Office section of Route 29, and the Angeles Crest Highway, Sign Route 2, all of which are normally closed during the winter.

The closing and opening dates of the northern mountain pass highways allowed to close each winter, as well as the earliest prior opening date, are shown below:

Route	*Name*	*Elevation (Feet)*	*Closing date*	*Opening date*	*Earliest Previous Opening date*
SR 89	Lassen Volcanic National Park	8,500	11-13-58	5-28-59	5-28-49
SR 89	Emerald Bay Section	6,300	1- 5-59	3-17-59	3- 3-57
SR 89	Luther Pass	7,700	1- 6-59	4- 7-59	4-12-57
SR 88	Carson Pass	8,573	11-14-58	5- 1-59	5-15-47
SR 4	Ebbetts Pass	8,800	11-15-58	5- 4-59	5-14-47
SR 108	Sonora Pass	9,624	11-14-58	4-30-59	5-16-47
SR 120	Tioga Pass	9,941	11-14-58	5-13-59	5-23-53
SR 89	Monitor Pass	8,314	1- 6-59	4- 6-59	4-12-57

Repair of Traveled Way and Shoulders

A moderate program of surface restoration including road-mix treatment and sand seal coat application was undertaken during the year. Contracts were let for screening seal coats financed from maintenance funds. A small amount of slurry seal was placed. The Maintenance Department prepared a program of thin blanket and seal coat work totaling approximately $5,000,000. The resulting contracts were financed from construction funds.

During the 1958-59 fiscal year maintenance funds were used to finance repair work on the traveled way and shoulders including work in cities as detailed below:

	Approximate mileage		*Direct field cost or obligation*
	Traveled way	*Shoulders*	
Restoration of traveled way and shoulders *	1,150	1,225	$1,494,660
Seal coat (screenings contract)	215	--	318,135
Totals	1,365	1,225	$1,812,795

* Includes penetration treatment, reprocessing, sand and slurry seal coat, and base restoration.

Asphalt Subsealing and Joint Sealing

Funds in the approximate amount of $14,000 were expended for pavement subsealing at scattered locations in the San Francisco Bay area. Special equipment was rented for this purpose. Day labor crews throughout the State continued the application of asphaltic type joint sealing material as a part of the pavement maintenance program.

Roadside Cleanup

A number of machines, including side delivery rakes, a vacuum type loader, and pickup sweepers, were utilized to remove all types of litter from undeveloped and planted roadside areas. Litter cans indicated by appropriate signs were maintained at numerous locations throughout the State.

Trees, Roadside Development and Roadside Vegetation Control

The care and control of roadside vegetation along state highways continued as an ever increasing responsibility of the Maintenance Department. Each additional mile of freeway or expressway adds to the acreage of roadsides requiring attention. During the year landscaping was maintained on 1,755 acres of roadsides along 180 centerline miles of highway by approximately 310 permanent landscape personnel.

Multiple row shrub planting being watered from tank truck. Hoses are supplied from boom type feed line.

Roadside screen and median screen plantings under maintenance totaled 433 linear miles along 319 centerline miles and represented an additional estimated 374 acres. In addition, thousands of acres of ice plant which served to control weed growth and soil erosion were maintained along the coastal highways of the State.

Approximately 90 skilled tree workers utilizing standardized tree trimming trucks, personnel hoists, chain saws and brush chippers were used to care for native and planted roadside trees. Several contracts were let during the year for extensive work in large trees.

The noxious weed and fire hazard control program designed to provide protection to agricultural and forest lands bordering state highways was continued. County agricultural commissioners in 32 counties continued noxious weed control work under authority of service agreements totaling $91,248. Noxious weeds were controlled by state forces in the remaining counties. The fire hazard control program was undertaken by state forces on some 4,000 miles of road and consisted of the establishment of roadside firebreaks through hazardous fire areas by means of soil sterilization, discing, blading or strip burning. The Division of Highways co-operated with the Division of Forestry, local farm groups, railroads and others in an effort to provide better fire protection wherever possible. This action has resulted in the reduction of fire insurance rates in one well organized rural area and has engendered better public relations in many areas of the State.

Chemicals were used to selectively eliminate obnoxious weeds and brush which might obstruct driver vision or roadside drainage. As a basic maintenance policy roadside growth on the unplanted areas of rural highways was retained but controlled wherever feasible by means of mowing, blading, disking, spraying or burning. Some 90 rotary, flail, and sickle bar mowers were used to control natural grasses and weeds on rural roadsides.

Tightening bolts of traffic signal detector pad at intersection.

Traffic Signals and Highway Lighting

The number of illuminated signs and highway lighting units increased rapidly during the fiscal year, due largely to the increase in number of miles of freeways completed.

The number of signalized intersections maintained by state forces also showed a net increase. New installations constructed on state routes more than offset those lost through relinquishment to cities and counties.

The increase in the number of each of the items being maintained by the traffic signal, highway lighting and electrical crews was as follows:

	No. added	*Percent of increase*	*New total*
Traffic signal heads	459	3	16,359
Walk-wait heads	250	25	1,250
Flasher heads	24	4	624
Overhead lights (Incandescent)	570	6	10,070
Overhead lights (Mercury vapor)	1,125	25	5,625
Overhead lights (Fluorescent)	50	20	300
Illuminated signs (Incandescent and fluorescent)	510	34	2,010

The cost of electrical energy used to operate the signals, lighting and illuminated signs maintained by state forces increased $72,000 or 12 percent, and now totals $672,000 a year.

Truck mounted hydraulically powered extension ladder used to service electroliers and traffic signals.

Sign bridge spanning two roadways on six-lane US 40 freeway section in Richmond.

Twenty pieces of hydraulically powered aerial equipment were used during the year in the maintenance of illuminated overhead signs, signals and street lighting. Sign bridges, in some cases of sufficient length to span two freeway roadways, carrying large, illuminated signs, present a problem in the changing of the upper lamps and in the cleaning of the face of the sign. Some street lights are maintained between 30 and 37 feet above the pavement.

Signal and lighting crews organized to maintain 130 new and 70 modernized signal installations during the year. A total of 3,761 lighting standards and 305 illuminated guide signs were added by construction fund contracts. Provision was also made to service one new PR or phase relation traffic signal system as well as a skip phase unit installed at Crescent City to operate with two-phase and minor movement controllers. A radio-interconnected, supervising circuit was added to the 18-intersection signal system at Chico.

A long-life, high intensity traffic signal lamp and a high quality mercury vapor lamp have resulted from the tests made and improved specifications developed by the Materials and Research Laboratory. Use of these new units has reduced the number of trouble calls due to lamp failures.

Development and use of new materials, products and equipment in the field of traffic signal and highway lighting have necessitated prompt dissemination of information and instructions on new operation and maintenance procedures to all affected field personnel.

Direct field expenditures for maintenance and operation of lighting, signals and electrical devices amounted to $1,753,807. This amount was exclusive of work performed by cities and which was financed from maintenance funds.

Warning and Directional Signs

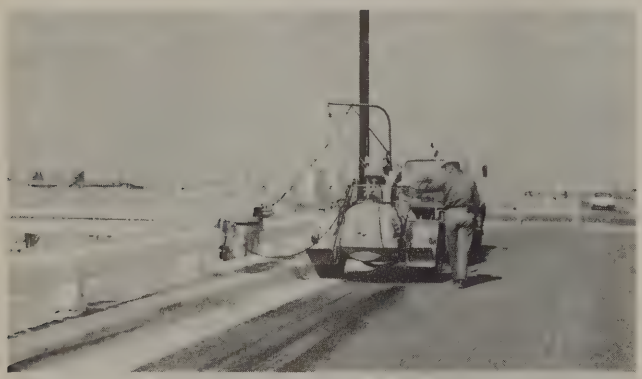
An expenditure of maintenance funds in the amount of $784,013 was made during the year for maintenance and replacement of existing signs and the installation of new signs of various types on state highways. Approximately $407,577 of construction funds were expended for purchase of new signs required for new or reconstructed portions of the State Highway System.

The following sign work was performed by maintenance crews during the year:

New installations (all funds)	19,464
Replacements	7,190
Signs washed and cleaned	51,505
Signs repaired	35,104
Signs straightened	11,201
Signs relocated or re-erected	12,511
Signs removed	5,378
Sign posts painted	39,186
Total signs maintained	142,353

Applying pavement marking with small machine.

Cab-over-engine type dump truck used for maintenance operations.



Mechanical metal guard rail washer in operation on the Long Beach Freeway.

Increased size of signs required, particularly on freeways and the Interstate Highway System, prompted the development and adoption of new lightweight sign materials and erection procedures. This has resulted in the substantial decrease in the need for heavier and more costly equipment to handle the heavier signs previously used. The new type signs consist of a single aluminum sheet or a double aluminum sheet with paper core which can be assembled in horizontal or vertical panels depending on the sign size.

Traffic Striping and Pavement Markings

Traffic lines were painted on 532 centerline miles of newly constructed state highway, bringing the total miles of highway on which traffic stripe is renewed and pavement markings painted by state forces to approximately 10,990 miles. Traffic striping in the larger cities was performed by city forces. The direct field expenditure of maintenance funds for traffic striping and pavement markings, not including work performed by cities, was approximately $1,386,335.

The conventional traffic stripe equipment used throughout the State generally consists of a sulky containing striping guns and bead dispensers pushed ahead of a truck containing a supply of paint, air compressor and other accessories. To eliminate the necessity of the striping machine operator to ride on the sulky, the Equipment Department undertook during the year the development of new striping equipment which would permit the operator to ride in comparative safety beside the driver of the striping truck. Alignment of the sulky and control of the application of paint and beads are accomplished by mechanical and electrical means from the cab. While still in the experimental stage, a pilot model has proved very satisfactory.

A white thermoplastic paint was used at several crosswalks to observe its performance under different climatic conditions. As the product is much more expensive than traffic lacquer, locations were selected where the crosswalks required repainting more than three times a year and where a large volume of traffic was inconvenienced for approximately one hour per intersection under normal painting procedure. The thermoplastic material is applied as a liquid at a temperature of over 400 degrees F. It cools in approximately 1½ to 2 minutes, and the crosswalks can be opened to traffic immediately thereafter.

Maintenance of State Highways in Cities

Maintenance of state highways in cities was handled in the same manner as outlined in the 12th Annual Report. At the close of the fiscal year there were 315 incorporated cities on the State Highway System, four of which were incorporated during the year.

The direct field cost for maintenance of state highways in cities for the fiscal year ending June 30, 1959, was as follows:

Work by state forces	$5,110,247
Work by city forces	1,354,645

General Maintenance

In the new edition of the Maintenance Manual, General maintenance is defined as follows: "General maintenance includes all routine repair and upkeep work performed by the regularly assigned crew and equipment, such as patching; crack sealing; ditch, channel and gutter cleaning; operation of movable

span bridges, ferries (Benicia-Martinez Ferry excepted), together with miscellaneous repair work of a routine nature not otherwise falling within the 'J' and 'K' classifications'' (major slide removal and storm drainage repair, and replacement and improved service, respectively).

Expenditures in this category amounted to 46.3 percent of the total maintenance expenditure for the year.

Bridge Repair and Maintenance

The Bridge Maintenance Section of the Bridge Department continued to inspect and recommend the necessary repairs to and the painting of bridges which were a maintenance fund obligation. Maintenance of the original Carquinez Bridge became the responsibility of the Toll Bridge Authority on November 25, 1958.

A contract financed from construction funds was let to make permanent repairs to the Antioch-Sherman Island Bridge across the San Joaquin River, damaged by an outbound freighter at the end of December, 1958.

The direct field cost of bridge maintenance performed by city and state forces was as follows:

Contracts	$285,983
State and city forces	292,110
Total	$579,093

Benicia-Martinez Ferry System

The auto ferry *Carquinez* underwent annual Coast Guard inspection in drydock and the necessary repair work was performed between November 3 and November 8, 1958. The ferry was also out of service from noon February 18 to 6 a.m. February 21, 1959, due to an accident at the Martinez ferry slip which damaged a propeller and required drydocking of the vessel.

Due to the increased cost of operation and the decline in revenue, it was necessary to secure legislation to remove the $100,000 annual limitation on expenditure of highway funds for the operation and maintenance of the ferry system. Senate Bill No. 507, designed to remove the monetary restriction, was passed as an emergency measure and became effective June 11, 1959.

A total of 188,833 passengers and 139,406 vehicles were carried during the year.

Communications—Radio and Teletype

The division's statewide high frequency FM radio system was again improved and expanded during the fiscal year. Installation of new microwave stations has been completed in the Los Angeles area. The completion of this work now provides direct radio contact between Sacramento, Los Angeles, San Bernardino, and San Diego.

At the end of the fiscal year, the division was operating 175 radio stations, 23 microwave stations, and 900 mobile radio units.

The division continued the use of a private line teletypwriter system directly connecting the various District offices and Headquarters office. This is a completely automatic system leased from and maintained by the telephone company. During the winter months the teletype system is used to disseminate road information to the newspapers, automobile clubs, radio and television stations and other interested agencies.

Large, radio controlled road information signs facing east bound traffic were installed at Colfax and Baxter on US 40. Any one of the following messages may be displayed and instantaneously changed by means of remote radio equipment located at Sacramento and Yuba Gap:

Chains Required Ahead
Road Clear Over Summit
Chains Required Over Summit
Caution Required Ahead
Road Closed at Intervals
Road Closed Over Summit

Permits

Encroachment permits processed during the fiscal year increased slightly over the preceding period. Procedures were established for reveiw and approval of new utility installations on or across interstate highways by the Bureau of Public Roads pursuant to directives by the Commissioner of Public Roads and the proposed ''Policy on the Accommodation of Utilities on the National System of Interstate and Defense Highways.''

As anticipated in the 12th Annual Report, the transportation permit function showed a substantial increase in volume over the preceding fiscal year, primarily due to the liberalization of the long-haul policy which now provides for unlimited transportation of nonreducible loads not exceeding 11 feet in width.

The Los Angeles district continued to handle the largest volume of hauling permits by accounting for some 30 percent of the statewide total. The San Francisco and Fresno districts followed with 14 percent and 10 percent respectively. Military certifications processed during the fiscal year were slightly reduced, with an average of 27 certifications handled per month.

Comparative data showing the number of permits issued for both functions during the past three fiscal years follows:

	1956-57	*1957-58*	*1958-59*
Encroachment permits	15,990	13,956	14,269
Transportation permits	83,798	87,009	104,353
Totals	99,788	100,965	118,622

Truck Weighing Facilities

As a part of the assigned responsibility of the Headquarters office of the Maintenance Department, acting as liaison between the Division of Highways and the California Highway Patrol on all matters pertaining to scale yards on state highways, the department, working in conjunction with the Design Section and the Patrol, developed a master plan of scale yard construction on the State Highway System.

Truck scale on US 40, built and maintained by Division of Highways for use by California Highway Patrol, being checked for accuracy by Bureau of Weights and Measures, Department of Agriculture.

Outdoor Advertising

The administration of the Outdoor Advertising Act has been carried out on the same basis as in the past, being financed entirely from revenue received from licenses and permits.

An analysis of operations, revenue and expenditures revealed the necessity of increasing the fees for permits and licenses to provide sufficient revenue to meet the rising costs of operation. Such a proposal was submitted to and enacted by the Legislature during the fiscal year. The increase in fees will become effective during the calendar year of 1960.

The comparative records for the past three years are as follows:

NUMBER OF ADVERTISING OPERATORS LICENSED FOR EACH FISCAL YEAR

1956-57	881
1957-58	853
1958-59	820

NUMBER OF PERMITS ISSUED AND GROSS RECEIPTS DURING CALENDAR YEAR

	Signs	*Structures*	*Gross receipts*
1956	847	41,356	$85,678.69
1957	889	38,455	80,950.14
1958	539	39,615	79,795.59

Maintenance Stations

The program of maintenance station repair and improvement was accelerated during the year.

Plans were completed and contracts let by the Division of Architecture for the first stages of construction at the Whitmore and Kingvale Maintenance Station sites on the Donner Pass portion of US 40. The Division of Architecture also designed and let to contract new maintenance station facilities at Sierraville in Sierra County and a new equipment storage garage at Truckee in Nevada County. This same agency designed and contracted the construction of a radio and electronics laboratory for use of the radio technicians at Sacramento.

Negotiations were started during the year for new sites at Orleans, Chester, Beecher's Corner in San Bernardino County, Barstow, Mountain Pass and Midway Wells. New stations were required at the last two locations, in San Bernardino and Imperial Counties, respectively, as interstate highway construction will destroy the present facilities at Wheaton Wash and Sand Hills.

Contracts were let for new maintenance yard facilities at Oakland, Bodega Bay, Huntington Lake, Victorville and Pine Grove. Plans were developed for new station facilities at North Hollywood, Ramona and Lebec. Improvements at the latter location are required as highway reconstruction in the Grapevine Canyon portion of the Ridge Route will destroy the Oak Glen Station.

Plans were completed for a superintendent's office at Escondido, and preliminary planning for a superintendent's headquarters office and yard at Santa Barbara was begun. Contracts were let for the construction of employee cottages at the Platina and Crestview Maintenance Stations and for superintendent's offices at Quincy, San Francisco, Riverside and Mojave. Contracts were also let for new equipment storage buildings at Leggett Valley, Willow Creek in Humboldt County, Santa Rosa, Bakersfield and Santa Ana. Rearrangements of buildings in the Wheeler Ridge Yard in Kern County were required to permit constructions of a frontage road in connection with a major highway improvement.

Expenditures at maintenance stations for the fiscal year were as follows:

Acquisitions of land	$100,750
Improvements and betterments	600,619
Repairs and replacements	149,176

Maintenance Manual

By the end of the fiscal year 5,287 copies of the new Maintenance Manual in loose-leaf form were distributed. Copies for reference use were forwarded to highway organizations in many foreign countries and to a number of state highway departments, universities, libraries and branches of the military service.

MATERIALS AND RESEARCH

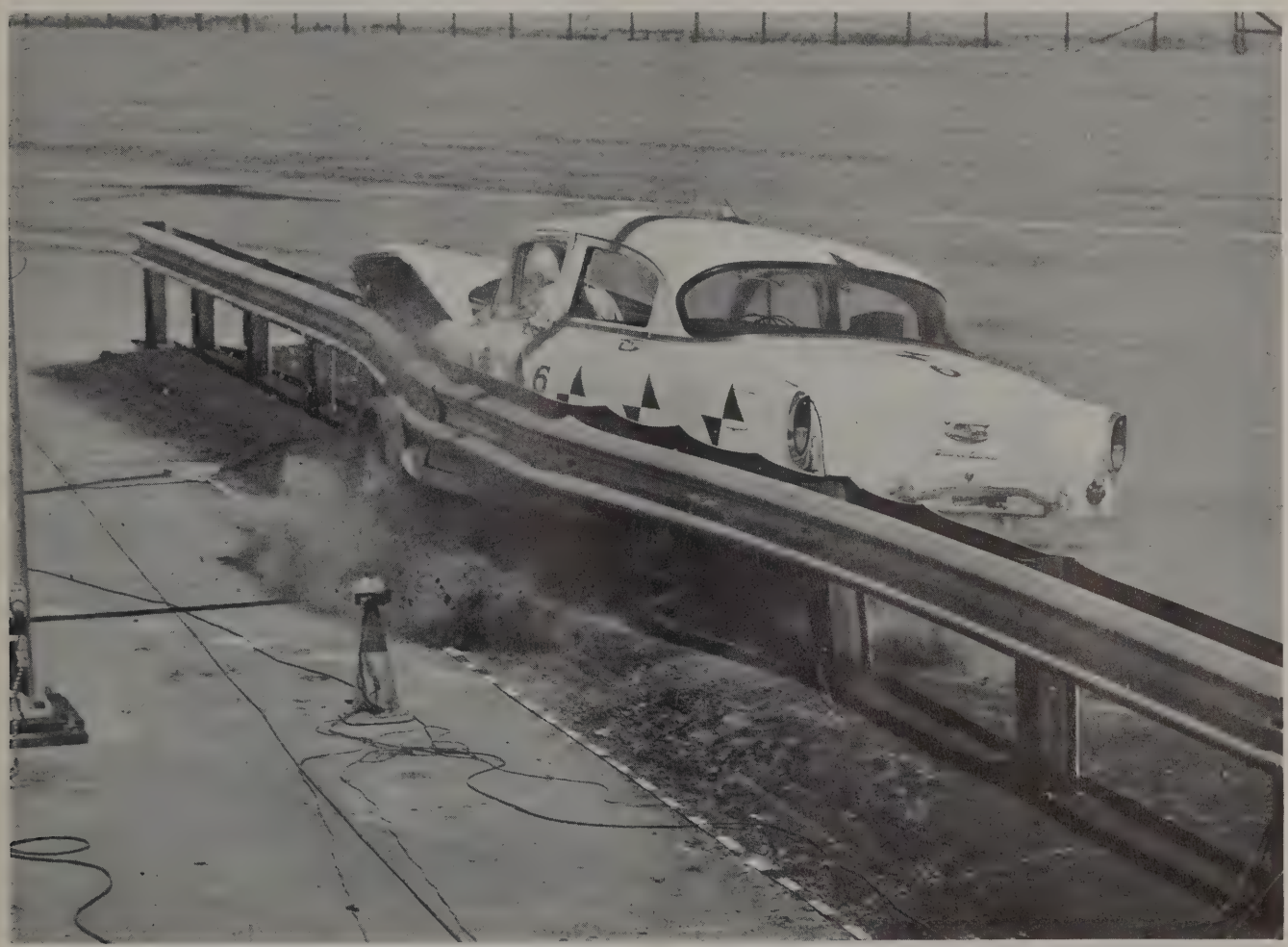
Increased Activity

During the past year the activities of the Materials and Research Department were carried on at an increased pace. The principal work of the department consists of inspecting and testing materials used in highway construction. This work has increased due to larger quantities of materials being used and, also, to the complexity of inspection of such items as prestressed concrete members and welded structures. The 11 laboratories under the jurisdiction of the respective districts carry on virtually all of the exploration and testing of local soils and aggregates and perform control tests on work under contract.

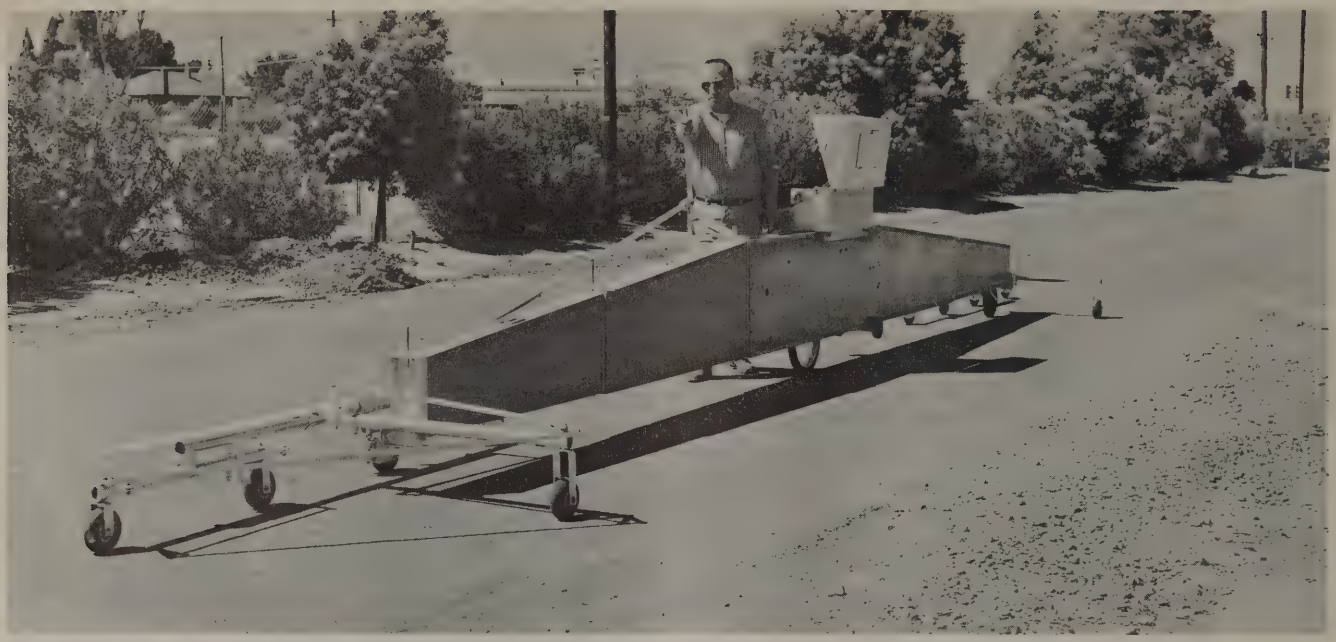
This year has seen a normal amount of activity in the field of research, with such problems as median barriers, asphalt quality, measurement of the roughness of portland cement concrete pavement and highway lighting playing an important role.

The work of the department has continued to attract visiting foreign engineers and in the past year there were 54 such visitors from 23 different countries. These engineers spent varying amounts of time in the laboratory, ranging from a few hours to seven weeks. In addition to foreign visitors the laboratory has been visited by many other engineers, including visitors from the Bureau of Public Roads, Corps of Engineers, and such organizations as the Highway Research Board, as well as suppliers of highway materials.

During the past year the laboratory renewed activities in the field of "education" and conducted four laboratory training courses primarily for senior engineers from the districts and Headquarters. These courses consisted of a concentrated one-week review of the testing and use of highway materials.



One phase of an overall study of traffic barriers of various types for use in center strips of freeways involved full scale controlled dynamic tests. Here the radio-controlled test vehicle, carrying an instrumented dummy "driver," hits a barrier at 60 miles an hour.



This new model of the profilograph is being used on concrete pavements to measure smoothness.

The work of the Materials and Research Department is carried on by four operating sections and an administration and services section. The latter section covers such activities as photography, drafting, training, report review, accounting, shops, and all general office functions. The work of the operating sections is as follows:

Technical Section

The Technical Section is composed of units devoted to chemistry, portland cement and portland cement concrete. Each unit has conducted an increased number of routine tests in keeping with the larger volume of construction.

The *Chemical Unit* has been active in developing an iridescent green paint for application to steel bridges in certain areas where the color will harmonize with the foliage. It has co-operated in experimental painting of steel bridges along the coast where prevention of corrosion is a severe problem. Major advances have been made in securing more durable paint coatings. Experimental striping of crosswalks with hot applied epoxy resins has produced excellent results. Reflective plastic buttons have been installed in lieu of painted traffic stripes on the Central Freeway Viaduct in San Francisco in order to obtain better nighttime visibility during rainy and foggy weather.

The *Cement Unit* has made good progress in developing tests for the control of the percentage of gypsum in portland cement to produce a superior product. The unit has also continued work in developing means of specifying against poorly shaped particles of sand for use in concrete.

The *Concrete Unit* has completed an initial series of tests of steam-cured concrete to obtain basic data on this process. It has investigated the volume change of concrete containing the now popular water-reducing and set-retarding group of admixtures. Work has been continued on tests of aggregates for use in concrete that will be subjected to severe winter freezing conditions. Inexpensive profilographs have been introduced on contract work as a means of measuring the smoothness of pavements at the time of construction. The use of this device has made it possible to permit pavement construction with equipment that resulted in lower costs.

Structural Materials Section

The *Structural Materials Section* is directly responsible for the inspection, testing and release of manufactured and fabricated materials for use on contract projects. Such functions are performed primarily for the Division of Highways, but also include the inspection and testing of fabricated steel, reinforcing steel, and other materials for the Division of Architecture, the Department of Water Resources, the United States Bureau of Public Roads and the Highway Departments of Nevada, Oregon, and several other states.

In addition to the home office and main laboratory in Sacramento, a branch office and laboratory is maintained in Los Angeles, and an inspection office is maintained in Berkeley. During the past fiscal year, the following quantities of major items were inspected and released:

FISCAL YEAR 1958-59	
Structural steel	54,659,291 lb.
Reinforcing steel	166,220,060 lb.
Miscellaneous iron and steel	4,355,512 lb.
Concrete pipe	285,736 l.f.
Vitrified clay pipe	105,028 l.f.
Steel pipe (other than culverts)	501,597 l.f.
C. I. pipe	2,885 l.f.
Guard rail	311,092 l.f.
Untreated timber	19,840 b.m.
Untreated piling	325 l.f.
Treated timber	193,892 l.f.
Treated timber piling	27,846 l.f.
Expansion joints	262,416 sq. ft.
Waterstop	15,266 l.f.
Corrugated metal pipe	816,292 l.f.

In most instances a substantial increase can be noted in the various items enumerated, particularly with respect to reinforcing steel.

In participation with the other departments of the Division of Highways, the Structural Materials Section has been acutely aware of the needs of keeping abreast or even ahead of modern industrial developments and practices. New or better materials call for new or improved qualification tests, and new techniques or short cuts in fabrication require new means of maintaining quality control. The ultimate goal in all instances is the better utilization of quality materials, improved economics in construction and maintenance costs, and improved methods of effecting public safety on our highways.

In keeping with this theme, the *Welding Laboratory* in addition to their normal functions of providing inspection and consulting services, have prepared and introduced new standard specifications covering welding procedures for welded structures; are completing a new technique of testing fillet welds on bridge members; and, from experiences gained on the new Carquinez Bridge structure, are developing new methods on the control of fillet welds in alloy steel. An investigation was also performed for the Department of Water Resources covering the preparation of radiographic and welding standards for thermit fusion welds. This study was performed in reference to the relatively unique welding procedures required in the fabrication of the combination railroad and highway bridge being built in connection with the Feather River Highway relocation.

Materials and Research Department truck and trailer on job site, to make radiographic inspection of field welding of girders for Eel River Bridge at Dyerville, Humboldt County. (Aerial view of completed bridge on page 63.)

The *Physical Testing Laboratory* has undertaken a long-term study relating to the corrosion of steel in prestressed structures. Improved methods of design and construction have eliminated many of the structural difficulties once encountered with such concrete fabrication, but the possible effects of corrosion remain an incompletely explored field.

The *Commodity Test Group* have continued their long-term investigation of highway signing materials and reflective coatings. The introduction of plywood and plastics as sign materials has reduced costs of some sign types due to competition between the industries, and to some extent these newer materials have reduced the damage and replacement due to vandalism which is an expensive factor in the case of metal signs and guide posts. Improvements in reflective materials have also been investigated.

In addition to routine testing, the *Electrical Laboratory* has been conducting an investigation on sign lighting fixtures and intersection luminaires.

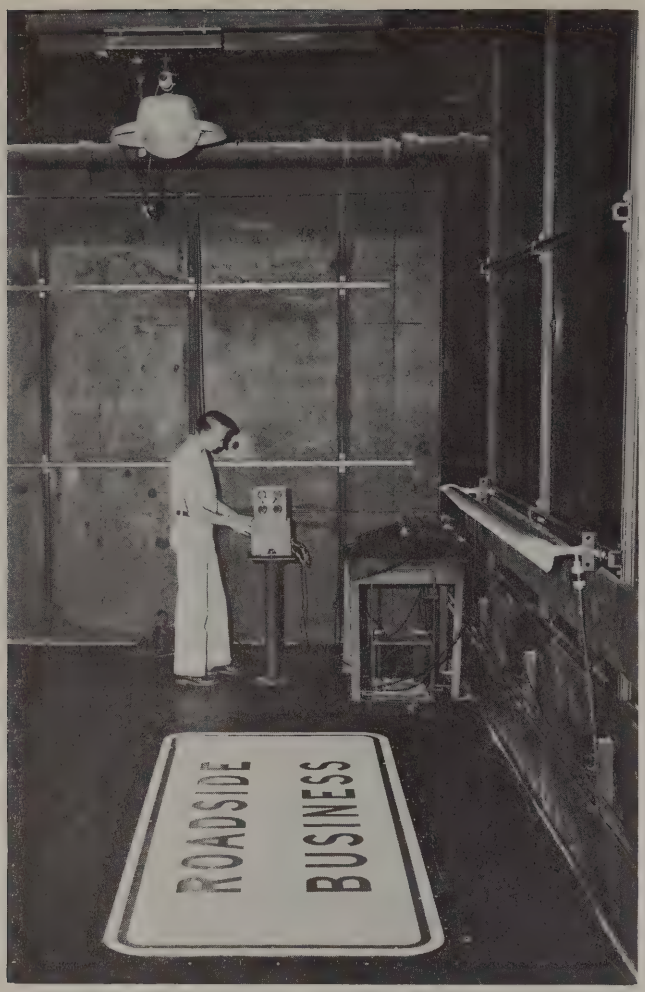
The *Sonics Laboratory* has conducted several investigations in reference to freeway traffic noise, and in general these demonstrate that most freeways cause far less disturbance than an ordinary city street with signed or signalized intersections.

The *Corrosion Laboratory* has been correlating the service life of corrugated metal culverts to the soil type and associated environmental conditions of the specific point of installation. Several distinctive factors have been observed which may help to estimate the probable service life of any installation and permit a better selection of materials to obtain a maximum economic service life.

A special task force assigned to test median barriers and bridge rails have completed the bulk of their full scale tests. Out of some 15 general barrier designs examined, two types of median barriers have evolved which promise to materially lessen the hazards of high speed cross median accidents. These new barrier designs are being installed in critical areas along our freeways on a trial basis.

Foundation Section

The current highway program and modern alignment standards have continued to create cut slope and embankment stability problems. Some of the heaviest earthwork in the history of highway construction is being carried out on California Division



Photoelectric tests are used to measure reflectance to assure proper distribution of lighting on highway signs.

of Highways projects and even greater heights of cuts and fills are being planned. Drilling crews from this section investigated 24 locations in seven districts and conducted two foundation studies for the Division of Architecture. The highway investigations were about equally divided between cut slope design and design of fills over soft foundation soils such as mud and peat.

The soil mechanics laboratory tested samples and analyzed data for 23 investigations of which 13 were sampled by the districts, whose crews are doing an increasing amount of undisturbed soil sampling. Various representatives of the section served to an increasing degree in an advisory capacity on problems of the districts and other agencies relative to slides, slipouts, settlement and subsurface drainage. Field reviews were made at all stages from project report to construction.

Horizontal drain installations were completed at two slide and slipout locations in the State. The aggregate length of new drain installed totaled 9,852 linear feet. In addition 4,466 linear feet of existing horizontal drains were rehabilitated. Taking core samples horizontally was successfully performed at three locations in rough terrain where ordinary methods could not be used. The investigation of the permeability of filter materials is continuing and tentative specifications have been developed. New types of drainage systems have been developed in co-operation with some of the districts.

Newly acquired radioactive apparatus for rapid soil testing.

A large number of settlement devices have been installed by this department on construction projects throughout the State. With these devices settlement data are obtained for determining the required length of waiting period where structures are founded on or adjacent to embankments; also, data are being compiled to determine the magnitude and cause of embankment settlement.

Study is continuing on the development of faster methods of making compaction control tests. In this connection, a modern nuclear apparatus has been acquired, whereby direct readings of inplace moisture and density can be made utilizing radioactive isotopes. The practicability and accuracy of this method is presently being evaluated.

With the current end result compaction specifications, appraisal and approval of compacting equipment is no longer required. However, this department has assisted the districts on several projects where the contractor has experienced unusual difficulty in meeting the Standard Specification compaction requirements. In most cases better moisture control and use of more suitable types of compaction equipment have effected satisfactory compaction.

Vertical sand drains continue to be used for stabilizing soft, saturated foundations for embankments. On these installations this department installs the necessary devices for field control, including settlement devices, piezometers and heave stakes. Two such projects were constructed during this fiscal year. Comprehensive borings, testing and analysis are in progress

on several projects now being designed, to determine the feasibility of using vertical sand drains where embankments are proposed over weak, compressible foundation soils.

The *Aggregate Unit* processed and prepared over 2,100 soils and aggregate samples for test and performed more than 8,000 individual routine soils and aggregate tests. Under the heading of research the Aggregate Unit continued work on the study of aggregate degradation. Other research included a study of methods for measuring the distribution of ultrafine particles. Work has also been done on a test to measure the surface characteristics of fine aggregates with respect to angularity. A practical method of operator qualification for the sand equivalent test has been devised.

The past fiscal year saw an increased demand for geologic service and information. Seismic and resistivity crews were active in nearly all districts working in conjunction with foundation crews.

Geologic mapping and photogeologic methods were used on several projects where information was required relative to cut slope design or materials sites.

The geological laboratory made more than 300 petrographic examinations of aggregates and rock of various kinds. Special studies were made of the quality of granite rock near Rocklin in co-operation with the Right of Way Department.

The Differential Thermal Analysis equipment has proved extremely valuable in determining the presence of clay minerals which are deleterious in construction materials.

Apparatus used to measure the permeability of asphalt pavement.

Apparatus for measuring the cement content of freshly mixed cement-treated bases.

Pavement Section

During the past fiscal year the Pavement Section has carried on a considerable program of routine acceptance tests in addition to rendering many services to the districts in the way of investigations, correlation testing and calibration of testing equipment.

During the past year, routine tests on soils, aggregates, bituminous mixtures, and cement treated bases have been carried on primarily in the district laboratories. Asphaltic products, however, are tested and released by Pavement Section personnel operating in the Los Angeles, Santa Maria, Bakersfield and Sacramento areas. Asphaltic materials in the amount of 299,000 tons were inspected and released. For the entire Pavement Section 42,000 tests were made to determine specification compliance of materials.

Research studies are continuing on improved test methods for asphaltic products and paving mixtures, and for measuring skid resistance of highway surfaces.

A simple, rapid test method has been developed for measuring the permeability of asphalt pavements. Studies based on this test have led to several revisions of the Standard Specifications.

A new test method for field determination of cement content in cement treated bases, "The Acid Titration Method", has been perfected and district personnel have been trained in its use.

Several investigations have been carried out to determine the cause of pavement distress at specific locations.

Studies are under way pertaining to expansive soils and their effect on curling of portland cement concrete pavement. Other studies concern the measurement and evaluation of resilient soils used in highway construction.

The program of gathering technical data from the experimental asphalt test sections in District V is continuing. A report will be issued for this project in the 1959-60 fiscal year.

New paint striper developed by the Equipment Department. The striping operator rides in the truck cab.

Transport truck loaded with a motor grader and snow plow blade.

EQUIPMENT

The Equipment Department's function of providing maintenance, construction, and other equipment on a rental basis, together with the necessary equipment service for the Division of Highways, continued throughout the past fiscal year at an accelerated rate.

Operating Economies

The total equipment inventory increased to 8,146 units. The number of employees in the department's shops and the Headquarters staff in Sacramento remained relatively the same. This was due to a policy of effecting operating economies wherever possible. Following are examples which resulted in lower operating costs without sacrificing efficiency.

Further study indicated that the cost of keeping tire records was not warranted; consequently, these records were reduced to the minimum, resulting in the elimination of a considerable amount of clerical work.

The continued and expanded use of the Department's Machine Parts Stores Catalog resulted in the economical and useful dispersal of slow-moving parts on a statewide basis. Parts inventories were still further reduced, resulting in decreased investment of funds formerly tied up in parts on the shelves of the storerooms of the various shops. The department has also been successful in inducing various vendors to expand their stock of parts so they are available for immediate acquisition when needed.

Continued attention to the administrative functions of the department has resulted in critical reviews of filing procedures. These studies have resulted in a considerable saving in filing space.

In the past year, the department has increased its acquisition of surplus materials and equipment through the surplus property programs sponsored by the Bureau of Public Roads and the California State Department of Education. Sample types of items acquired are tank trailers, machine tools, steel sheets and shapes, accounting machines, and miscellaneous supplies.

The department has continued the research for more efficient equipment that will result in lower operating and maintenance costs. An example is a new paint striping machine that eliminates the sulky that was formerly pushed in front of the paint striping truck. Tilt cab trucks with shorter wheel bases helped in the development of other specialized units. A new power ladder was also developed. In the shop activities, better material-handling cranes were constructed, and new power tools were purchased. These items helped in lowering operating costs. As far as practical, this equipment has been standardized.

The above operations were carried out through the close co-operation of the department's four major sections, Administration, Operations, Research and Training, and Accounting. Following is a brief discussion of the activities of these sections for the past fiscal year.

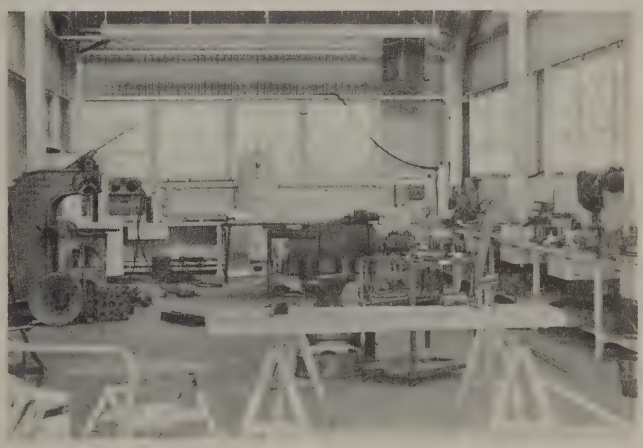
Administration

Buildings and Lands. To operate with more efficiency, many of the department's shops need expansion and modernization. Plans are being made to increase the size of Headquarters Shop through alterations and additions. Work on this project has been started, through demolition of the old Materials and Research Building which adjoined Headquarters Shop, the purchase of property located at 1820 Stockton Boulevard which adjoins the shop, and moving the railroad spur which bisected the main shop property to the storage yard just west of 34th Street. The building work planned for Headquarters Shop consists of a new truck shop, new steam cleaning building, extensions to the office, heavy equipment shop and automobile shop, and the installation of new paint booths in the present truck shop.

To provide better service for the equipment in the southern part of District I, a large industrial building located on a plot of ground some 4.5 acres in size was purchased at Ukiah for a repair and maintenance subshop.

Better service will be provided in the Los Angeles area by construction of a new shop building and office extension at North Hollywood. Expansion of Shop 2 at Redding is contemplated. Plans for new subshops in El Centro, Indio, and San Jose are being made.

Pool Car Operations. The Headquarters staff car pool operated from the basement garage of the Public Works Building in Sacramento, continues to prove its



Typical Equipment Department welding area—Shop 5, San Luis Obispo.

advantages and economy over personally assigned cars. This method of operation permits the newer, modern passenger cars in the fleet to be kept clean and serviced with no responsibility to the user except when in actual use. The service has been well accepted; rates have been maintained at a nominal five cents per mile with a daily minimum charge.

Operations

Equipment Specifications. New specifications were written or modified during the current year for 106 different types of automotive and construction units. The specifications were written utilizing information on the latest equipment developments.

Equipment Purchases. The department handled the acquisition of 990 equipment units with a value of more than $4,608,000 during the 1958-59 fiscal year. Necessary maintenance equipment not available on the open market was manufactured by the Headquarters Shop. This type of work involved expenditures of over $200,000.

Wornout, wrecked and obsolete equipment ready for public sale at Headquarters Shop.

Disposal of Old Equipment. The department depreciates equipment, by straight-line method, to within 10 percent of its capital cost. During the past year, 216 Property Surveys were issued, covering 725 fully depreciated, wrecked, obsolete or otherwise unusable units which were disposed of by means of sealed bids, or by negotiation with other governmental bodies. The capital cost of this equipment was $2,181,-441.19, of which $295,424.75, or 13.5 percent of the cost was recovered. This is an increase of 35 percent over the estimated 10 percent recovery. The increase was due largely to efficient methods of disposal, and to the favorable used equipment market.

Pressure Vessel Inspection. A qualified inspector licensed by the Division of Industrial Safety and employed by the department examined, during the past year, 135 pressure vessels located throughout the State. Certificates permitting operation were issued for each unit found to be in satisfactory operating condition. Unsatisfactory units were made inoperable.

Lubrication Manuals and Operating Tips. Lubrication manuals have been prepared for 57 major types of equipment and mechanical operating tips issued for four additional units. Plastic-mounted lubrication charts attached to the equipment provide a constant guide to correct lubrication and servicing of the unit. "Manuals" and "Mechanical Operating Tips" are given to each operator of a unit in the interest of preventive maintenance, more efficient equipment operation and decreased repair costs.

Research and Training

Research Problems. Investigation and technical research involved problems in fuels, lubricants, and equipment components. A study of air cleaners suitable for heavy equipment resulted in the installation of a new type on several equipment units. This air cleaner appears to offer improved protection against wear from dust in engines, the cause of much damage and early need for overhaul. It promises substantial savings for the operating departments by decreasing time required for servicing, and by providing a continuous indication of operating efficiency.

On-the-Job Training. A two-day intensive course on lubrication and preventive maintenance, given by the Equipment Department, was continued for operating personnel of the Equipment and Maintenance Departments. This course was conducted at various locations throughout the entire State by means of the department's classroom trailer. The course is made available to other state agencies as a co-operative activity, when possible, without requiring additional time of the trailer and instructor. Instruction in the mechanical features of operation of new types of equipment was given to many equipment operators through co-operation with the Maintenance Department.

Training of Equipment Department employees was continued in mechanical subjects, office subjects, supervision, safety, orientation, etc. Approximately 3,500 class hours of on-the-job training were given during the past fiscal year.

Off-the-Job Training. The Equipment Department encourages its employees to take advantage of opportunities for self-improvement by participating in training programs on their own time. Courses completed include equipment repair and maintenance, welding, accounting, mathematics, engine test and tuneup, management and supervision, shorthand, etc. More than 300 employees have profited by completing approximately 10,000 hours of such training during the past fiscal year.

Accounting

Accounting. A new accounting report has been developed that provides management with a tool for comparing repair practices in the various shops. A selected group of items has been chosen for this re-

port that are in heavy use in all of the districts. This report develops, for these items on a shop by shop basis, the total amounts received from rental and the amounts charged for repairs, depreciation and administration. It also shows the net loss or gain, shop by shop, from the operation of that particular class of equipment.

Training. Staff visits to the shop offices indicated a real need for regular office meetings for purposes of work training, bettering work habits, improving co-operation and other interrelated reasons. The plan for such meetings will soon be placed in effect at Shop 1 and Shop 2. The plan is modeled after a series of successful meetings at the Equipment Department Headquarters office. This program will be extended to other shop offices in the coming year.

Personnel. A total of 629 employees in 57 different classifications are employed by the Equipment Department.

View of the truck shop at Headquarters Shop.

Equipment Rental. A total of 8,146 units were on our records as of June 30, 1959. This is a 69 percent increase over the 4,826 units as of June 30, 1948. The checking of all rental received is done on a sampling basis to insure compliance with rental rules, regulations, and rates.

SUMMARY

The following is a summary of operation for the last two 12-month periods ending as indicated:

	June 30, 1958	*June 30, 1959*
Equipment repairs	$3,437,767.08	$3,514,245.01
Miscellaneous expense	400,222.23	627,153.65
Administration and other expense	853,870.56	918,387.69
Depreciation expense	1,994,862.85	2,222,288.72
Total expense	$6,686,722.72	$7,282,075.07
Total income	6,638,039.90	6,841,724.95
1958-59 excess of *expense* over *income*		$440,350.12

Inventory: The original investment in equipment is as follows:

TRUCKS AND PASSENGER VEHICLES	
All trucks, ½ ton to 10 ton	$9,722,244.70
Buses, jeeps, station wagons	480,084.00
Passenger automobiles	3,021,688.00
MAINTENANCE AND CONSTRUCTION EQUIPMENT	
Motor graders	$3,944,252.00
Rotary snowplows (truck mounted)	1,113,414.00
Rotary snowplows (motor grader mounted)	131,241.00
Shovels, power	511,235.00
Loaders	1,474,622.00
Tractors	769,617.00
Snowplows, push	531,255.00
Compressors	328,484.00
Miscellaneous other equipment: rollers, mixers, trailers, pumps, drills, mowers, etc.	3,679,217.30
Total	$25,707,354.00

CALIFORNIA STATE HIGHWAY BUDGET
FOR FISCAL YEAR JULY 1, 1959 TO JUNE 30, 1960

ESTIMATED REVENUE, 1959-60 FISCAL YEAR

Revenue Source	Original as of October 15, 1958	Revised as of June 23, 1959	Adjustments
Motor vehicle fuel tax	$233,070,000.00	$235,059,776.00	+$1,989,776.00
Motor vehicle fees	44,337,000.00	45,904,413.00	+1,567,413.00
Use fuel tax	20,000,000.00	19,900,000.00	−100,000.00
Transportation tax	10,000,000.00	9,814,977.00	−185,023.00
Earnings on investments	1,000,000.00	1,000,000.00	
Martinez-Benicia Ferry operations	200,000.00	200,000.00	
Outdoor advertising fees	84,000.00	84,000.00	
Federal aid:			
Primary and Urban	39,270,372.00	39,270,372.00	
Interstate	252,779,750.00	252,779,750.00	
Secondary	9,970,730.00	9,970,730.00	
Totals	$610,711,852.00	$613,984,018.00	+$3,272,166.00
Estimated revenue for state highways	$559,872,403.00	$562,869,460.00	+$2,997,057.00
Administration of outdoor advertising	84,000.00	84,000.00	
County F.A.S. highways	8,724,389.00	8,724,389.00	
State matching for F.A.S. highways	4,273,060.00	4,273,060.00	
Major city streets (⅝ cent gas tax)	31,558,000.00	31,833,109.00	+275,109.00
Major city streets (administration and engineering)	1,200,000.00	1,200,000.00	
Grade separation fund	5,000,000.00	5,000,000.00	
Totals	$610,711,852.00	$613,984,018.00	+$3,272,166.00

ESTIMATED EXPENDITURES AND OBLIGATIONS, 1959-60 FISCAL YEAR

Expenditure Item	Original as of October 15, 1958	Revised as of June 23, 1959	Adjustment
Administration	$9,800,000.00	$9,800,000.00	
Maintenance	36,200,000.00	34,700,000.00	−$1,500,000.00
Major construction and improvement*	325,977,000.00	325,130,305.16	−846,694.84
Thin blanket and seal coat program	5,000,000.00	5,092,600.00	+92,600.00
Maintenance of toll bridges, Chapter 2249/57	2,200,000.00	2,200,000.00	
Minor improvement and betterment	800,000.00	800,000.00	
Contingencies	6,645,403.00	10,396,554.84	+3,751,151.84
Right of way	127,500,000.00	127,500,000.00	
Preliminary engineering	31,000,000.00	31,000,000.00	
Highway planning	3,000,000.00	3,000,000.00	
Building and plants	10,000,000.00	10,000,000.00	
Honor camps—Section 188.7	1,750,000.00	1,750,000.00	
Signs, stripe and markings	----------	1,500,000.00	+1,500,000.00
Subtotal	$559,872,403.00	$562,869,460.00	+$2,997,057.00
Federal-aid sec. county highway budget	$8,724,389.00	$8,724,389.00	
Major city streets—⅝ cent	31,558,000.00	31,833,109.00	+$275,109.00
Major city streets—administration and engineering	1,200,000.00	1,200,000.00	
State matching (Chapter 1871/53 and 1317/55)	4,273,060.00	4,273,060.00	
Administration of outdoor advertising	84,000.00	84,000.00	
Grade separation fund	5,000,000.00	5,000,000.00	
Totals	$610,711,852.00	$613,984,018.00	+$3,272,166.00

* Includes construction engineering.

ADMINISTRATION

The Assistant State Highway Engineer, Administration, exercises control over the Office Engineer's functions; county and county co-operative projects; city and city co-operative projects; service and supply; and management analysis.

OFFICE ENGINEER'S FUNCTIONS

The primary responsibilities of the Office Engineer are: the review and co-ordination of plans and estimates preparatory to placing construction projects under contract; the preparation of special provisions, proposal forms and other contract documents in final form; advertisement of projects and processing contract documents after receipt of bids; continuous review, development and production of standard specifications in final form in collaboration with other departments of the division; exercising administrative control over project expenditures to insure compliance with the budget; the programing of federal funds and securing reimbursement for construction and right-of-way expenditures on federal-aid projects on the State Highway System; and industry contacts.

Other functions under the Office Engineer's jurisdiction include: Reports and Statistics; Prequalification records and bidding information; Right-of-way Engineering; General Files; Typist Pool; and Statewide Highway Teletype.

Details of these functions are discussed under the specific headings that follow:

Engineering Budget and Project Control

This unit is responsible for engineering control of the state highway budget to assure that provisions and amounts specified in the budget approved by the California Highway Commission are observed; for the preparation and supervision of the award and execution of contract documents for highway construction; and for the issuance of work orders for all highway construction.

During the fiscal year, formal action by the California Highway Commission, at its monthly meetings, required the preparation of 387 financial votes to provide adequate funds for construction projects, the addition of projects, and distribution of savings realized on various contracts.

The 1959-60 fiscal year budget, when approved by the commission on October 15, 1958, included 196 major construction projects, for which a total of $297,977,000 was approved. Subsequent action by the commission to the end of the fiscal year resulted in adjusting this budget to a value of $311,639,700 for construction of major highway projects.

The 1958-59 fiscal year budget included $56,928,000 for 11 major split-financed projects. Of this amount $56,676,858.26 was required for contracts, with $3,000,000 from 1957-58 fiscal year funds and $19,435,841.11 from 1959-60 fiscal year funds to complete the financing.

The sum of $71,349,000, comprising $68,349,000 of 1960-61 fiscal year funds and $3,000,000 of 1961-62 fiscal year funds, was originally included in the 1960-61 fiscal year budget to complete the financing of 23 large 1959-60 fiscal year projects. Of this amount, $12,512,068.35 had been allocated to complete the financing of five projects in the 1959-60 fiscal year when the reduction in federal aid interstate highway funds and expenditure controls on federal funds made it necessary to revise the budget and complete the financing of all of these projects within the 1959-60 fiscal year.

Under the statutory provision which permits the award of contracts after January 1 preceding the beginning of the fiscal year on July 1, the Director of Public Works awarded 112 contracts with a value of $43,691,000 during the first half of 1959.

The 1959-60 fiscal year budget as adopted by the Highway Commission on October 15, 1958, with subsequent adjustments to June 30, 1959, is shown on page 38 of this report.

During the fiscal year a total of 666 projects was advertised for bids after securing authority from the Director of Public Works for such action. After opening of bids 625 proposals, including 17 projects for which bids were opened near the close of the 1957-58 fiscal year, were determined to be satisfactory for the award of contracts. The engineering project control unit prepares all documents and contracts for submission to the Director of Public Works pertaining to the award of contracts. This unit is responsible for seeing that the requirements of the State Contract Act are complied with; obtaining legal opinions to verify that

the provisions of the contracts are valid; that liability insurance in connection with railroad projects, where specified, is adequate, and that sufficient funds are available for construction projects.

In addition to the major contract work, informal contracts covering emergency work and small projects costing less than $5,000, amounting to a total of $513,000, were processed.

A total of 3,155 work orders was issued by this section to provide for all activities of the Division of Highways, except those pertaining to maintenance and to city projects financed from the budget provisions for major city streets.

Engineering Plans and Estimates

This unit is responsible for the review and coordination of plans and specifications prior to advertising projects for bids, and for the accuracy of progress and final pay estimates, preparation of various state highway maps, route adoptions, and various related engineering functions.

Plan and estimate review is kept ahead of advertising schedules and a backlog of reviewed projects is maintained so that all funds may be obligated as and when they become available. The merit of this practice has been demonstrated on several occasions, especially when the Federal Interstate Program was approved in 1956 and broadened in 1958.

The annual programs continue to emphasize freeway and expressway construction, which require extensive and complex plans.

The number of contracts underway varied between 266 and 337 during the fiscal year. Progress pay estimates approximately equal to the number of active contracts are reviewed and checked each month by this unit.

Engineering Specifications

Specifications and special provisions were prepared for the 649 projects for which bids were received during the 1958-59 fiscal year, as well as for additional projects to serve as a backlog to meet the demands of possible enlarged programs, to utilize savings realized from earlier projects, or to cover work being done for other agencies.

During the year preparation of a new edition of the Standard Specifications, to replace the 1954 edition currently in effect, was virtually completed, with issuance scheduled for January 1960. This will result in a substantial reduction in the number of standard special provisions required to cover construction features no longer adequately covered in the 1954 Standard Specifications.

Engineering Reports and Statistics

Statistical records pertaining to the value of the 624 highway construction contracts awarded during the fiscal year were maintained by the Reports and Statistics Unit. From these records the California Highway Construction Cost Index was prepared quarterly and information furnished regarding construction cost behavior. Weekly and monthly reports were also prepared from these records showing the value and progress of budgeted and other programs, and of other projects for which bids were received. Factors for eight construction items have been determined for use in forecasting future materials requirements.

The Contract Statistics Section contained in Appendix C of this report is compiled by this unit.

Right-of-Way Engineering

Right-of-Way Engineering, though closely affiliated with the Right-of-Way Department, operates in Headquarters Office as a function of the Office Engineer. It is maintained in this manner for the reason that it can operate more efficiently, as all maps, plans, deeds and actions of the commission with which it is concerned are readily available in this section.

The Right-of-Way Engineering unit also works closely with the Legal Division (Division of Contracts and Rights-of-Way) for advice in preparing the increasingly numerous, complex condemnation resolution preambles and in adhering to the many legal requirements in relinquishing superseded highways, frontage roads, and other local roads.

Fiscal year right-of-way requirements made necessary the engineering review and preparation of 366 condemnation resolutions involving 2,161 parcels of property. Property no longer required for state highway purposes is transferred to other ownership either by abandonment, relinquishment or director's deeds. To accomplish these transfers of ownership it was necessary to prepare or review 44 abandonment votes, 124 relinquishment votes and 708 director's deeds for presentation to the California Highway Commission for formal action. The total length of highways relinquished or abandoned during the fiscal year amounted to 265 miles of superseded highways, frontage roads and other local roads.

General Files

During the fiscal year the requirements of General Files were further reduced by decentralization of filing responsibilities to the various Headquarters Office operating units and expansion of the long-term storage facilities of the Records Management Section. As now operating, General Files is concerned only with current material for a limited number of offices. This section is also responsible for receiving and distributing the very large volume of incoming Headquarters Office mail, as well as the collection and dispatch of outgoing mail.

Prequalification of Contractors

Prequalification is required of all contractors who desire to bid on state highway projects estimated to cost more than $15,000. The prequalification rating representing the maximum bidding capacity for each of the several types of work which a bidder is capable of undertaking is established from a review of each contractor's statement of experience and financial condition.

During the fiscal year ending June 30, 1959, the total number of contractors prequalified to bid on the various types of state highway construction increased from 1,018 on July 1, 1958 to 1,045 on July 1, 1959. The combined bidding capacity of these 1,045 prequalified contractors is $2,115,000,000, which is 195 million dollars more than it was a year ago. In determining this total bidding capacity, a maximum of 20 million dollars for individual ratings is used; that is, ratings in excess of that amount are entered at the 20 million dollar figure.

The following tabulation gives the number of contractors prequalified by the Division of Highways on June 30, 1959, arranged by the several brackets of bid ratings.

Rating	*No. of contractors*
$10,000,000 and over	56
5,000,000 to $10,000,000	112
2,500,000 to 5,000,000	193
1,500,000 to 2,500,000	258
1,000,000 to 1,500,000	353
500,000 to 1,000,000	508
250,000 to 500,000	698
100,000 to 250,000	872
50,000 to 100,000	1,045

Bids and Bidders

Of the 666 road, bridge and miscellaneous construction projects for which bids were received, the Director of Public Works awarded 624 contracts, bids were rejected for 33 projects and action pertaining to the award of contract was deferred on nine other projects until after July 1, 1959. Bids were opened for 17 of the awarded projects near the close of the previous fiscal year.

The average number of bidders per project was maintained at a high level during the year. The highest monthly average of 8.7 was obtained in March 1959 and the low of 5.4 in July 1958. An average of 6.3 resulted for the full year. Bidder competition during the year, particularly on many large freeway projects, was satisfactory at all times.

The 624 contracts awarded during the fiscal year have been arranged in eight value ranges as shown in the following table. Included in the table is the number of projects making up each bracket and the percentage it bears to the total. Similar information is shown regarding the value of the projects in each group.

Range	*No. of projects*		*Value of projects*	
Under $50,000	290	46.5%	$6,303,263	2.7%
$50,000 to $100,000	93	14.9%	6,752,669	2.9%
100,000 to 250,000	109	17.5%	17,562,749	7.6%
250,000 to 500,000	49	7.8%	17,099,445	7.3%
500,000 to 1,000,000	28	4.5%	20,707,843	8.9%
1,000,000 to 2,500,000	31	5.0%	48,065,286	20.6%
2,500,000 to 5,000,000	14	2.2%	51,212,418	21.9%
Over $5,000,000	10	1.6%	65,707,705	28.1%
Totals	624	100.0%	$233,411,378	100.0%

Construction Cost Index

The California Highway Construction Cost Index reflecting the changes in highway construction costs has been prepared in this office each quarter since 1948. The index is founded upon weighted average contract prices for seven principal construction items in place all referred to the base year of 1940 having a value of 100.

The following tabulation of the index shows highway construction cost trends in California since 1940.

THE CALIFORNIA HIGHWAY CONSTRUCTION COST INDEX

Year	*Cost index*
1940	100.0
1941	125.0
1942	157.5
1943	156.4
1944	177.8
1945	179.5
1946	179.7
1947	203.3
1948	216.6
1949	190.7
1950	181.2
(1st Quarter 1950—160.6)	
1951	225.0
(4th Quarter 1951—245.4)	
1952	225.9
1953	215.2
1954	193.5
(2d Quarter 1954—189.0)	

Year	*Cost Index*
1955 (1st Quarter)	189.3
1955 (2d Quarter)	212.4
1955 (3d Quarter)	208.6
1955 (4th Quarter)	212.6
1956 (1st Quarter)	219.5
1956 (2d Quarter)	255.9
1956 (3d Quarter)	249.1
1956 (4th Quarter)	252.1
1957 (1st Quarter)	277.7
1957 (2d Quarter)	266.9
1957 (3d Quarter)	237.5
1957 (4th Quarter)	262.1
1958 (1st Quarter)	241.8
1958 (2d Quarter)	231.0
1958 (3d Quarter)	228.5
1958 (4th Quarter)	238.5
1959 (1st Quarter)	216.1
1959 (2d Quarter)	270.4

AVERAGE CONTRACT PRICES

	Roadway excavation[1]	Untreated rock base	Plant mixed surfacing	Asphalt concrete pavement	Asphaltic and bituminous mixes	PCC pavement	PCC structures	Bar reinforcing steel	Structural steel
	Per cu. yd.	Per ton	Per ton	Per ton	Per ton	Per cu. yd.	Per cu. yd.	Per lb.	Per lb.
1940	$0.22	$1.54	$2.19	$2.97		$7.68	$18.33	$0.040	$0.083
1941	0.26	2.31	2.84	3.18		7.54	23.31	0.053	0.107
1942	0.35	2.81	4.02	4.16		9.62	29.48	0.073	0.103
1943	0.42	2.26	3.71	4.76		11.48	31.76	0.059	0.080
1944	0.50	2.45	4.10	4.50		10.46	31.99	0.054	0.132
1945	0.51	2.42	4.20	4.88		10.90	37.20	0.059	0.102
1946	0.41	2.45	4.00	4.68		9.48	37.38	0.060	0.099
1947	0.46	2.42	4.32	5.38		12.38	48.44	0.080	0.138
1948	0.55	2.43	4.30	5.38		13.04	49.86	0.092	0.126
1949	0.49	2.67	4.67	4.64		12.28	48.67	0.096	0.117
1950	0.40	2.25	4.26	3.75		11.11	43.45	0.079	0.094
1951	0.49	2.62	4.34	5.00		12.21	47.22	0.102	0.159
1952	0.56	2.99	5.00	4.38		13.42	48.08	0.098	0.150
1953	0.51	2.14[2]	5.31	4.58		12.74	50.59	0.093	0.133
1954	0.45	2.13	4.50	4.86		14.41	48.42	0.094	0.124
1955	0.39	2.22	4.93	--		13.35	45.72	0.095	0.142
1st Quarter 1956	0.40	2.08	5.40	6.50		14.05	52.51	0.105	0.166
2nd Quarter 1956	0.51	2.06	6.27	--		14.64	57.13	0.113	0.219
3rd Quarter 1956	0.52	2.27	6.12	--		15.57	56.32	0.121	0.178
4th Quarter 1956	0.52	2.21	--[3]	--[3]	$5.93[3]	14.95	59.63	0.112	0.197
1st Quarter 1957	0.63	2.10	--	--	5.94	17.28	61.14	0.129	0.235
2nd Quarter 1957	0.63	2.10	--	--	6.18	15.59	58.61	0.119	0.204
3rd Quarter 1957	0.42	2.34	--	--	5.10	14.34	58.68	0.130	0.200
4th Quarter 1957	0.68	1.78	--	--	5.45	16.88	59.76	0.129	0.177
1st Quarter 1958	0.52	1.85	--	--	5.45	14.96	55.21	0.118	0.192
2nd Quarter 1958	0.48	1.73	--	--	5.67	13.77	54.44	0.125	0.158
3rd Quarter 1958	0.39	2.18	--	--	5.56	13.99	53.93	0.126	0.182
4th Quarter 1958	0.52	2.10	--	--	5.74	13.55	55.20	0.122	0.165
1st Quarter 1959	0.41	1.82	--	--	5.37	14.00	49.40	0.108	0.165
2nd Quarter 1959	0.66	1.77	--	--	5.77	14.03	65.36	0.134	0.198

[1] Unclassified.
[2] The item of Crusher Run Base was used before 1953.
[3] Asphalt concrete pavement combined with plant mix surfacing in Fourth Quarter 1956, and will be identified as asphaltic and bituminous mixes in the future.

The Cost Index prepared for the four quarters beginning July 1, 1958, shows a variation in construction costs from a low of 216.1 in the first quarter of 1959, to a high of 270.4 in the second quarter of 1959. The period began with an index value of 228.5 in the third quarter of 1958, rose to 238.5 in the fourth quarter of 1958, dropped sharply to 216.1 in the first quarter of 1959, and then climbed to a high of 270.4 in the second quarter of 1959.

Reference to the graph on the following page shows a comparison between the California Index, the Bureau of Public Roads Composite Mile Index and the Engineering News-Record Construction Cost Index. The Bureau of Public Roads Composite Mile Index, reflecting nationwide conditions, has generally followed the same pattern established by the California Index, up to the first quarter of 1959. The small fluctuations of the past several years which this index shows, together with the latest change, appear to indicate a continuance of a trend toward stabilization of prices. The Bureau Index, based upon a greater number of projects from all areas, does not reflect the pronounced rises and falls to be expected of an index where local conditions are a controlling factor as evidenced by the California Index. The Engineering News-Record Construction Cost Index, which includes many large engineering construction projects, continues to show a steady rise throughout except for the slight sag which occurred in 1948.

Contractor innovations, particularly in the building of highway structures, have contributed to the reduction in highway construction costs in recent quarters.

Progress in Highway Development

Freeways and expressways are shown on the California State Highway Map, included in this report as Appendix D, by the use of red lines bordered by heavy black bands. The extent of multilane construction has become more apparent with each year's issue of the map. The 1960 issue shows, with more prominence, the existence of these high type facilities resulting from project completions during the fiscal year.

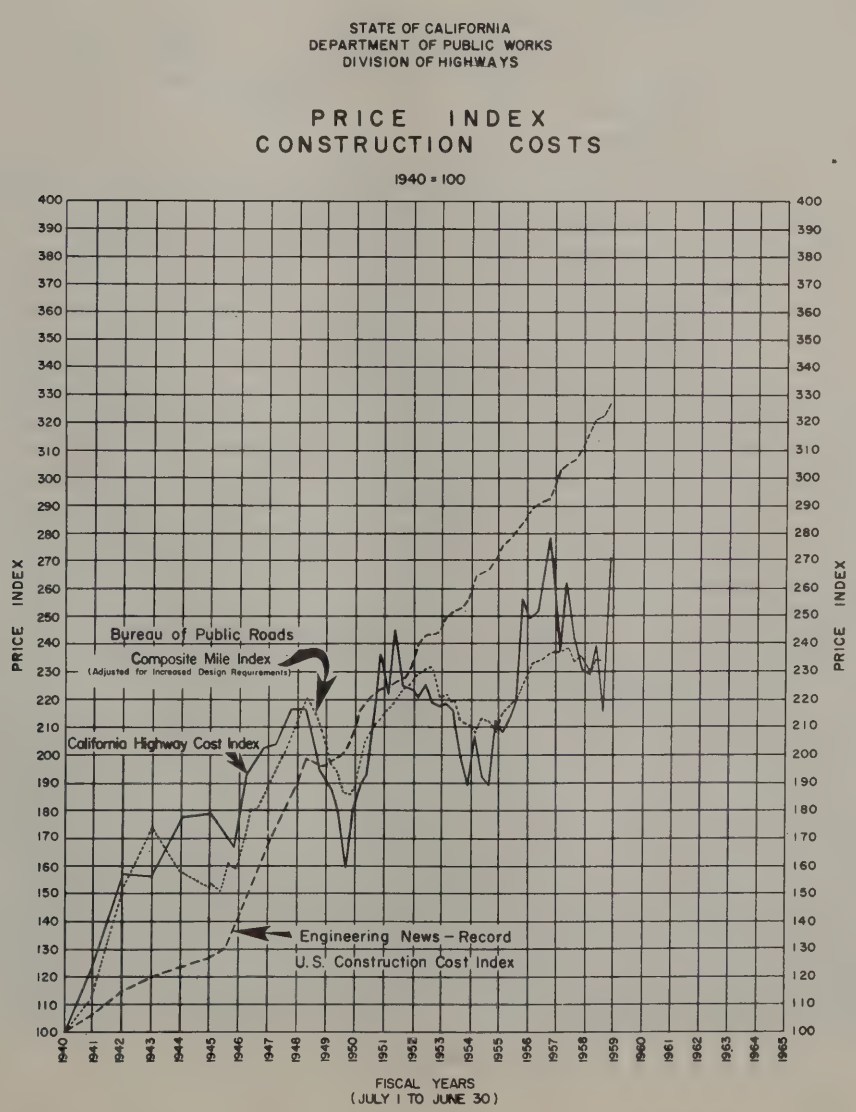
In the 12 years following passage of the Collier-Burns Highway Act in 1947, contracts covering a total of 13,832 centerline miles of state highway construction have been placed under way. By fiscal years, this centerline mileage is as follows:

1947-48	646 miles	1953-54	1,170 miles
1948-49	657 miles	1954-55	1,970 miles
1949-50	730 miles	1955-56	1,670 miles
1950-51	530 miles	1956-57	2,317 miles
1951-52	502 miles	1957-58	1,548 miles
1952-53	580 miles	1958-59	1,512 miles

The above total figures cover work on the State Highway System only. In addition, during the 1958-59 fiscal year, the Department of Public Works awarded contracts for the construction of 352 miles of highways on the Federal-Aid Secondary County Road System and work on state park roads.

Of the 13,832 miles of state highway construction during the last 12 years, 2,056 miles were divided highways of four or more lanes including both freeway and expressway types. The portion of this 2,056 centerline miles of divided highway construction put under way in each of the 12 years is shown in the following tabulation.

1947-48	106 miles	1953-54	189 miles
1948-49	107 miles	1954-55	267 miles
1949-50	151 miles	1955-56	187 miles
1950-51	115 miles	1956-57	341 miles
1951-52	99 miles	1957-58	158 miles
1952-53	92 miles	1958-59	244 miles



Division of Highways records show that on June 30, 1959, including projects under construction, there were 892 miles of the full freeway type of highway on the state system, that is, divided highways with no cross traffic or left turns at grade.

There is shown in the following tabulation a list of the various highway and street mileages with which the Division of Highways is directly or indirectly concerned.

		Miles
Total State Highway System (including portions of City Streets and FAS System)		14,682
Highways proposed for construction where roads do not exist		799
Constructed state highways		13,883
Federal-aid System:		
Primary rural (12-31-58)	6,345 miles	
Primary urban (12-31-58)	1,186 miles	
Total		7,531
Federal-aid Interstate System (included above)		2,192
Federal-aid Secondary System (6-30-58):		
On state highways	4,031 miles	
On county roads	6,874 miles	
Total		10,905
County primary road system (12-31-58)	23,126 miles	
Other county roads (12-31-58)	45,503 miles	
Total county maintained system		68,629
City streets (estimated 12-31-58)		27,573
City streets on state highway system		1,641

The tabulation following gives the number of contracts with mileage by types which were put underway between July 1, 1958, and June 30, 1959.

CONTRACTS AWARDED BETWEEN JULY 1, 1958 and JUNE 30, 1959

STATE HIGHWAY SYSTEM

Number of contracts		*Centerline miles*
35	Portland cement concrete	157.5
180	Asphaltic mixes (plant-mix and road-mix)	1,090.2
12	Seal coat	263.9
1	Grading	0.6
58	Traffic signals and lights	--
41	Bridges	--
151	Miscellaneous	--
478	Total	1,512.2

NOT ON STATE HIGHWAY SYSTEM

COUNTY ROADS—FEDERAL AID SECONDARY

Number of contracts		*Centerline miles*
87	Asphaltic mixes (plant-mix and road-mix)	279.9
19	Grading	72.0
22	Bridges	--
8	Miscellaneous	--
136	Total	351.9

STATE PARK, ETC.

7	Asphaltic mixes (plant-mix and road-mix)	14.7
3	Miscellaneous	--
10	Total	14.7

The tabulation below shows the total mileage in the State Highway System on December 31, 1958, by type of surface both inside and outside of cities.

STATE HIGHWAY MILEAGE [1]
BY SURFACE TYPES

(By North and South Counties, Inside and Outside Cities)

December 31, 1958

TYPE	NORTH			SOUTH			TOTALS		
	Outside cities	Inside cities	Total	Outside cities	Inside cities	Total	Outside cities	Inside cities	Grand Total
Portland Cement Concrete	582.274	141.431	723.705	620.279	310.473	930.752	1,202.553	451.904	1,654.457
Asphalt Concrete	167.494	146.768	314.262	145.638	190.695	336.333	313.132	337.463	650.595
Bituminous Macadam	208.150	22.138	230.288	121.830	28.764	150.594	329.980	50.902	380.882
Plant Mix Gravel	2,857.782	254.806	3,112.588	2,068.939	333.366	2,402.305	4,926.721	588.172	5,514.893
Road Mix Gravel	853.793	13.151	866.944	1,602.489	27.182	1,629.671	2,456.282	40.333	2,496.615
Oiled Gravel	1,133.957	21.890	1,155.847	158.123	2.681	160.804	1,292.080	24.571	1,316.651
Gravel	15.105	--	15.105	--	--	--	15.105	--	15.105
Oiled Earth	813.739	2.213	815.952	817.331	5.168	822.499	1,631.070	7.381	1,638.451
Earth	39.401	--	39.401	28.012	--	28.012	67.413	--	67.413
Bridges	69.172	28.319	97.491	32.862	16.413	49.275	102.034	44.732	146.766
Ferries[2]	1.067	0.450	1.517	--	--	--	1.067	0.450	1.517
Unconstructed Road	436.382	41.331	477.713	267.161	53.780	320.941	703.543	95.111	798.654
Totals	7,178.316	672.497	7,850.813	5,862.664	968.522	6,831.186	13,040.980	1,641.019	14,681.999
Totals—Constructed Road	6,741.934	631.166	7,373.100	5,595.503	914.742	6,510.245	12,337.437	1,545.908	13,883.345

[1] Centerline mileage which does not include nonadd mileage such as frontage roads, connections, etc.
[2] Water portion, only.

FEDERAL AID

California's apportionment of federal-aid funds authorized by the Federal-Aid Highway Act of 1958 for the fiscal year ending June 30, 1960, was made available by the Secretary of Commerce on July 21, 1958, as follows:

Class of funds	*Amount*	*Federal matching ratio on California projects*
A—Primary	$19,253,224	58.25%
* B—Secondary	9,970,730	58.25%
C—Urban	20,017,148	58.25%
Interstate	252,779,750	91.65%
Total	$302,020,852	

*Utilization of Class B funds on rural secondary federal-aid improvements is discussed under "County and County Co-operative Projects" which begins on page 47.

At the start of the fiscal year on July 1, 1958, construction was in progress on 91 contracts with a total cost of approximately $270,960,000, financed with federal-aid primary, urban and interstate funds in the amount of $205,791,000.

Eighty-one construction contracts involving $24,334,000 of primary funds, $19,992,000 of urban funds and $75,751,000 of interstate funds were completed between July 1, 1958, and June 30, 1959. These amounts together with the required state matching funds bring the combined total cost of such improvements completed during the year to approximately $165,562,000.

During the year, 76 contracts were awarded with a total cost of approximately $181,833,000, involving primary, urban and interstate federal-aid funds totaling approximately $135,958,000. Thirty-nine of these contracts provide for improvements on the national system of interstate highways with a total cost of $93,082,000, of which the federal share amounts to $82,204,000. Included also are 19 contracts scheduled for completion prior to December 1, 1959, in conformance with the requirements covering use of the supplemental primary and urban federal-aid funds apportioned on April 16, 1958, as provided by the Federal-aid Highway Act of 1958 for the 1958-59 fiscal year.

Right-of-way project agreements with the Bureau of Public Roads were processed during the year which increased the total of interstate federal-aid funds obligated for participation in right-of-way acquisition costs by $89,203,000 to a total of $191,344,000.

Interchange near Taylor Street on US 80 in San Diego. (Federal Aid Interstate project.)

APPORTIONMENT OF FEDERAL FUNDS TO CALIFORNIA

Fiscal year ending	Total federal funds	Primary federal aid	Urban federal aid	Interstate federal aid	Federal lands funds under state supervision	Emergency relief storms and floods of 1938, 1940, 1950, 1955-56, 1958	Secondary federal aid	Access road fund	Miscellaneous*
1917 to 1930	$29,538,012.00	$29,538,012.00							
June 30, 1931	4,179,831.00	4,179,831.00							
June 30, 1932	7,190,039.35	4,181,212.00							$3,008,827.35
June 30, 1933	8,814,940.52	4,140,910.53			$6,841.99				4,667,188.00
June 30, 1934	15,879,723.71				272,369.71				15,607,354.00
June 30, 1935	8,164,684.97				232,478.97				7,932,206.00
June 30, 1936	4,908,546.59	4,756,959.00			151,587.59				
June 30, 1937	19,986,002.00	4,751,712.00							15,234,290.00
June 30, 1938	9,385,488.26	4,858,220.00			36,698.89	$1,644,269.37	$971,644.00		1,874,656.00
June 30, 1939	7,699,368.67	4,735,268.00			191,493.67		947,054.00		1,825,553.00
June 30, 1940	5,525,458.29	3,814,812.00			88,940.66	315,220.63	571,229.00		735,256.00
June 30, 1941	40,691,784.75	4,382,966.00			95,238.00		571,992.00	$34,527,225.75	1,114,363.00
June 30, 1942	10,621,018.91	3,982,125.00			85,000.46		696,872.00		5,857,021.45
June 30, 1943	5,486,562.00	3,989,896.00					698,232.00		798,434.00
Post war period	3,153,450.46							3,153,450.46	
June 30, 1946	22,303,236.00	9,018,749.00	$8,122,233.00				5,162,254.00		
June 30, 1947	22,301,197.00	9,017,519.00	8,122,233.00				5,161,445.00		
June 30, 1948	22,008,612.00	8,897,891.00	8,018,102.00				5,092,619.00		
June 30, 1949									
June 30, 1950	20,837,243.00	8,025,813.00	7,216,292.00			1,000,000.00	4,595,138.00		
June 30, 1951	19,856,358.00	8,037,278.00	7,216,292.00				4,602,788.00		
June 30, 1952	26,691,087.00	10,244,021.00	10,845,211.00		325,000.00		5,276,855.00		
June 30, 1953	26,488,496.21	10,160,691.00	10,761,356.00			333,111.21	5,233,338.00		
June 30, 1954	30,165,758.00	11,273,990.00	11,929,002.00	$1,154,002.00			5,808,764.00		
June 30, 1955	30,459,263.00	11,302,419.00	11,990,492.00	1,156,953.00	190,000.00		5,819,399.00		
June 30, 1956	55,794,851.50	14,495,550.00	15,378,016.00	9,770,990.00		8,686,814.50	7,463,481.00		
June 30, 1957	110,957,089.00	17,118,341.00	18,211,275.00	66,820,982.00			8,806,491.00		
June 30, 1958	147,996,228.98	17,656,495.00	19,000,084.00	96,947,850.00		5,339,940.98	9,051,859.00		
June 30, 1959	163,409,763.00	18,821,209.00	19,461,116.00	115,365,437.00			9,762,001.00		
June 30, 1959 (Suppl.)	33,668,004.00	8,647,217.00	8,941,216.00	11,594,516.00			4,485,055.00		
June 30, 1960	302,020,852.00	19,253,224.00	20,017,148.00	252,779,750.00			9,970,730.00		
Totals	$1,216,182,950.17	$259,282,330.53	$185,230,068.00	$555,590,480.00	$1,675,649.94	$17,319,356.69	$100,749,240.00	$37,680,676.21	$58,655,148.80

Analysis of Miscellaneous*

Emergency advance fund	$3,008,827.35
Emergency relief and construction fund	4,667,188.00
Public works highway fund	23,539,560.00
Strategic network fund	2,413,607.00
Advance engineering fund	398,990.00

Works program fund:

Highways	$7,747,928.00
Grade crossing	7,486,362.00
Flight strip fund	2,245,325.45
Federal aid grade crossing fund	7,147,361.00
Total miscellaneous	$58,655,148.80

NOTE: For actual cash reimbursements made by the federal government to the State of California for expenditures incurred by the State refer to appendix table on page 143 (Statement A-6).

COUNTY AND COUNTY-COOPERATIVE PROJECTS

The Engineer of Federal Secondary Roads administers the federal-aid secondary highway program, legislative storm damage repair programs for local roads and bridges, and the requirements of Sections 2004 and 2121 of the Streets and Highways Code which pertain to the county-maintained and primary road systems. There is also the handling of joint highway district matters, now confined to closing out the last active district, No. 9.

FEDERAL-AID SECONDARY ROADS

The Federal-aid Secondary System under the Federal-aid Highway Act is composed of the principal roads not in the Federal-aid Primary System. Consistent with this requirement, the system in California is composed of both county roads and state highways, the county road portion all being county primary roads. Under state legislation, the program has been directed for the most part toward the county road portion of the system.

Status of FAS System

Construction undertaken over the previous years on the County FAS System had reduced the critical deficiencies on these more important roads to the point where the need for expansion of the system was apparent. These past improvements were accomplished through many projects financed entirely by the counties, as well as those constructed under the FAS program.

Consequently, a study towards expansion of the system was initiated early in the year and the actual expansion carried out in many counties. At the same time, the state highway portion of the FAS System was reduced by some 920 miles, most of which was transferred to the Federal-aid Primary System. However, expansion of the County FAS System necessitated adding about 200 miles to the State FAS System in order to maintain the integration of federal-aid systems required by law; so that the *net* reduction of state highway FAS mileage was considerably less than the mileage deleted for transfer between systems.

Overall changes in California's FAS System were as follows:

	State highways miles	*County roads miles*	*Totals miles*
June 30, 1958	4,059.2	6,843.9	10,903.1
June 30, 1959	3,319.9	7,512.4	10,832.3
Differences	—739.3	+668.5	—70.8

Prior to this year, FAS route descriptions were published at irregular and infrequent intervals. To meet the increasing need for more complete and up-to-date information on the system, particularly in view of recent legislation, the federal-aid secondary route data have now been assembled on tabulating machine cards. The tabulations, along with route descriptions, are coded to show lengths by jurisdiction of state highway, county road and city street, for each route; mileage in rural and urban areas; whether the road is existing or unconstructed, etc.

Portion of FAS Route 926 between Sacramento and Yuba City constructed by Sutter County under Federal-Aid Secondary Highway program (route now part of State Freeway-Expressway System). View is northwest toward new Nicolaus Bridge over Feather River, from intersection with State Sign Route 24 (foreground).

This FAS Route tabulation is somewhat comparable to the annual Status of Highways. It is planned to revise it to show the status as it exists each June 30, for distribution to those who have need of it. The versatile machine tabulation has already proved of value by permitting rapid assembly of special information concerning the FAS system when required.

Union Avenue-Manor Street connection from Bakersfield to Oildale, looking toward Kern River. A Kern County FAS project.

Sand Hill Road. A San Mateo County FAS project.

FAS Operations

During the fiscal year there were 117 county federal-aid secondary contracts awarded at a total cost of $23,977,026. This brings the total number of such contracts, since commencing the program in 1945, to 797 and the value thereof to $130,844,282. The latter figure represents 2,495 miles of road construction, including 373 bridges.

"D" Program. The above figures include the projects employing additional federal funds made available under the emergency provisions of the 1958 Federal-Aid Highway Act and the accompanying state highway matching funds apportioned in accordance with Section 2210.5 of the Streets and Highways Code. The special requirements relating to the additional funds provided under the 1958 federal act required setting up an entirely separate program, which became known as the "D" program. The "D" program resulted in 39 contracts for "DS" projects alone and

expansion of 28 regular county FAS contracts to include "DS" projects. Fifty-six counties were involved in these contracts which covered 127 miles of road and 14 bridges with an estimated final cost of $6,638,000.

The "DS" program also includes three state highway contracts which obligated all the State's share of the federal funds provided and, in addition, the "D" funds not accepted by San Bernardino County.

One of the federal requirements relating to the "D" program was that all the projects must be new. It was not permissible to finance any project already programmed for regular FAS financing. The intent of the Congress was to bring about an acceleration in highway construction through the initiation of additional projects. Another requirement was that all the "D" project contracts had to be awarded by December 1, 1958, and scheduled for completion by December 1, 1959.

That all the 56 counties participating in the program were able to achieve those goals must, by any standards, be regarded as a remarkable feat. This full-scale demonstration of engineering ability by county staffs, is an achievement in which all may take pride. The counties also performed the construction engineering on most of the additional projects. As of June 30, 1959, 49 of the county "D" project contracts were successfully completed and the rest were proceeding on schedule.

Funds Reapportioned to the Counties

Those special clauses of Sections 2208 and 2210.5 of the Streets and Highways Code which increased the allocations of federal-aid secondary funds and state matching funds to the counties applied only to funds made available for the 1957-58 and 1958-59 fiscal years. Hence the allocations for fiscal year 1959-60 were made on the basis of the permanent provisions of the code. That is: 87½ percent of the 1959-60 federal-aid secondary funds were reapportioned to the counties and the maximum allocation of state highway matching funds made to any one county was $100,000. The apportionments of state matching funds were made at the current federal pro rata of 41.75 matching funds to 58.25 FAS funds.

The accompanying table includes all federal-aid secondary apportionments received by California up to June 30, 1959, the division between the State and the counties, and the status of these funds at the end of the fiscal year. Also shown is a summary of all projects financed in part with FAS and state matching funds during the 14 postwar years ending June 30, 1959. (See next page.)

DISPOSITION OF FAS FUNDS RECEIVED BY CALIFORNIA UNDER FEDERAL-AID HIGHWAY ACTS

	Reapportioned to counties	Retained by State	Totals
Federal-aid Highway Act apportionments			
1944 Act through 1956 Acts—1945-1958 fiscal years	$73,628,726.00	$8,207,706.00	$81,836,432.00
1958 Act, "D" funds, 1958-1959 fiscal year	4,417,780.00	67,275.00	4,485,055.00
1958 Act, 1959-1960 fiscal year	8,724,389.00	1,246,341.00	9,970,730.00
Total apportionments to June 30, 1959	$86,770,895.00	$9,521,322.00	$96,292,217.00
Released to State by counties	—4,762,588.18	+4,762,588.18	
Retained by counties	$82,008,306.82		
Available for State use		$14,283,910.18	
"L" funds advanced on loan basis by Federal Government against 1960-61 and 1961-62 fiscal year's apportionments in accordance with Section 2(e), 1958 Act (1958-1959 fiscal year)	$1,058,545.00	$16,120.00	$1,074,665.00
Released to State by counties	—76,477.00	+76,477.00	
Retained by counties	$982,068.00		
Available for State use		$92,597.00	
FAS FUNDS OBLIGATED			
Projects completed and under way, "S" and "D" funds	$68,558,357.20	$12,990,684.18	$81,549,041.38
Projects completed and under way, "L" funds	(982,068.00)	(92,597.00)	(1,074,665.00)
Contracts advertised and pending award	1,687,643.62		1,687,643.62
Projects programmed	11,702,338.00	196,445.00	11,898,783.00
Balances	$59,968.00	$1,096,781.00	$1,156,749.00

FLOOD RELIEF PROJECTS

Floods of 1955-1956

The Flood Relief Law of 1956 (Chapter 9, Statutes of 1956, augmented by Chapter 2332, Statutes of 1957) provided for aid to local governments for repair or replacement of public property damaged or destroyed during the disastrous floods of the winter of 1955-56. Twenty-six cities and 30 counties received substantial aid toward repair or replacement of local roads and bridges under this program. Involved in the aid program were 1,954 different locations of damage, listed in 112 separate applications for federal and state assistance. Following review of the applications, 103 separate agreements were entered into between the various local agencies and the State.

Most of the authorized repairs have been completed and the remaining unfinished work is confined to two counties and one city which incurred heavy damage.

The program was complicated by reason of coordinating several governmental disaster programs: federal-aid highway emergency repair, federal civil defense, Public Law 875, state flood relief, and county and city measures—all with considerable variations of provisions.

AUTHORIZATIONS

State funds (Chapter 9)	$12,777,513*
Federal-aid "ER" funds	3,085,867
Federal Public Law 875 funds	1,483,264
Local government funds	2,078,306
	$19,424,950
Add local funds—betterment	1,379,608
Total estimated cost	$20,804,558

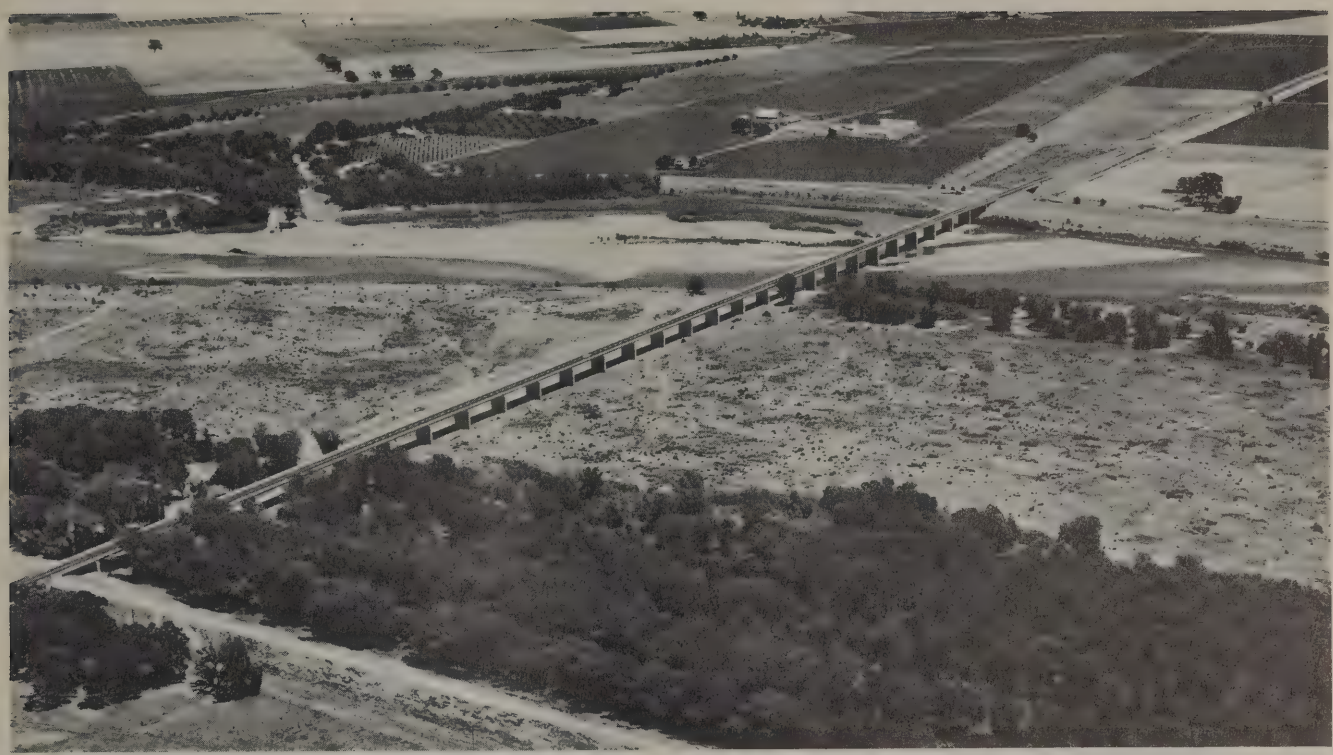
* Eighty-seven percent disbursed as of June 30, 1959.

The vast majority of the road and street repairs were performed, or are being performed with county or city labor and equipment or under contracts awarded by the counties or cities. It is estimated that the total costs of work performed in this manner will amount to approximately $15,000,000 at the close of the program. Construction operations by the State were limited for the most part to the awarding of contracts on the Federal-aid Secondary System and

SUMMARY OF COUNTY AND STATE HIGHWAY PROJECTS UTILIZING POSTWAR FAS FUNDS THROUGH JUNE 30, 1959

	No. of contracts or projects	No. of bridges	Miles of road	Total cost	Federal-aid secondary funds*	County Highway Aid Act and state highway matching funds	County and other funds**
COUNTY PROJECTS							
Under contract—roads	--	--	109.133	$8,458,869.52	$4,528,480.40	$2,635,088.00	$1,295,301.12
Under contract—bridges	--	20	--	2,810,600.00	1,544,716.00	898,100.00	367,784.00
Under contract—combined	42	--	--	$11,269,469.52	$6,073,196.40	$3,533,188.00	$1,663,085.12
Completed—roads	--	--	2385.418	$95,197,423.54	$49,472,291.43	$23,232,502.53	$22,492,629.58
Completed—bridges	--	353	--	24,377,389.33	13,012,869.37	6,307,457.93	5,057,062.03
Completed—combined	755	--	--	$119,574,812.87	$62,485,160.80	$29,539,960.46	$27,549,691.61
Total county projects	797	373	2494.551	$130,844,282.39	$68,558,357.20	$33,073,148.46	$29,212,776.73
STATE PROJECTS							
Under contract—roads	--	--	5.528	$1,275,000.00	$292,742.00	$20,830.00	$961,428.00
Under contract—bridges	--	2	--	137,274.00	59,559.00	----------	77,715.00
Under contract—combined	3	--	--	$1,412,274.00	$352,301.00	$20,830.00	$1,039,143.00
Completed—roads	--	--	256.922	$20,852,320.63	$8,315,783.18	$120,609.63	$12,415,927.82
Completed—bridges	--	36	--	5,149,412.74	2,680,498.00	----------	2,468,914.74
Completed—combined	81	--	--	$26,001,733.37	$10,996,281.18	$120,609.63	$14,884,842.56
Total state projects	84	38	262.450	$27,414,007.37	$11,348,582.18	$141,439.63	$15,923,985.56
GRADE CROSSING PROTECTION							
70 crossings	64	--	--	$279,104.39	$265,000.00	----------	$14,104.39
Highway planning survey, state-wide	--	--	--	$2,257,156.00	$1,377,100.00	----------	$880,056.00
Grand total	945	411	2757.001	$160,794,550.15	$81,549,039.38	$33,214,588.09	$46,030,922.68

* Includes $4,485,055 "D" funds.
** Includes $1,074,665 of "L" funds.



New Nicolaus Bridge over Feather River in Sutter County, constructed with state and federal flood relief funds.

the furnishing of engineering assistance where requested. Only three projects not eligible for federal aid were included in this category. The State also participated to some extent in day labor emergency repairs to local roads in the most critical areas immediately following the floods.

Federal funds provided under Public Law 875 for disaster relief were made available upon application to the State Disaster Office. Use of these funds was confined to projects not eligible for federal-aid emergency relief funds; in general, to projects not on the Federal-aid Secondary System. Use of these funds was further restricted to the actual amount necessarily expended to restore public traffic through areas of damage.

Federal-aid emergency relief funds are appropriated to finance 50 percent of the costs of repair and restoration of damage on the Federal-aid System following declared disasters. Application for ER funds in connection with the floods of 1955 and 1956 was made for all areas of substantial damage on all county roads and city streets on the approved FAS System. It was mutually agreed that federal aid would not be requested where the estimated cost of repairs to any one FAS route in any one local jurisdiction did not amount to $1,000, because these would not justify the administrative effort and expense. The co-operation of the local agencies in this regard is an example of what can be done in the way of economy in government.

The 1956 Federal-aid Emergency Relief Program for the local FAS roads and streets now stands as follows:

E. R. projects proposed	138
Not approved for federal aid	4
Approved for federal participation	134
Withdrawn by local agency after approval	51
Projects retained in the program	83
Reported complete	77
Uncompleted as of June 30, 1959	6

The largest project on the program was the Feather River Bridge at Nicolaus, in Sutter County. This project required, in addition to the emergency work done by local forces, four state contracts and the total cost was $2,350,000. The new structure was opened to traffic January 29, 1959.

Department of Public Works contracts involved in the 1956 local flood relief program are as follows:

	Projects	Contracts	Cost
Awarded in prior fiscal years			
Federal E. R. program	25	27	$4,142,300
Nonfederal-aid	-	3	428,600
Awarded during 1958-59 F.Y.			
Federal E. R. program	5	7	935,700
Total State contracts, June 30, 1959	30	37	$5,506,600

Floods of Early 1958

During the early months of 1958 and continuing into the spring, most of the State was swept by heavy

and unusual storms. The resultant flood damage was much more widespread than that of 1955-56. However, very few individual items of loss reached the magnitude of damage of many items in the 1955-56 floods. This may be attributed in part to the fact that most of the vulnerable bridges had been taken out by the floods of 1955-56. None of the new structures was damaged by the 1958 floods.

Section 446.7 of the budget act of 1958 provided funds in the amount of $15,000,000 to meet the state share of the cost of repair or replacement of local government public facilities. Also, the Federal-aid Highway Act emergency provisions and the Federal Civil Defense Law (PL 875) provisions were again put into effect.

Forty-one cities and 27 counties are receiving aid in repairing or replacing local roads and bridges at 1,450 different locations of damage. In all, 109 applications for aid were received and, as of June 30, 1959, 97 agreements with the local agencies had been prepared and executed.

AUTHORIZATIONS

State funds (Item 446.7, Budget Act 1958)	$7,065,062 *
Federal-aid "ER" funds	1,383,464
Federal Public Law 875 funds	39,319 †
Local government funds	3,821,838
	$12,309,683
Add local funds—betterment	567,274
Total estimated cost	$12,876,957

* Forty percent disbursed as of June 30, 1959.
† Additional P.L. 875 funds are anticipated in final audits. These will replace local agency funds.

The construction methods and procedures being employed in handling the 1958 flood program are practically the same as those developed on the previous 1956 program. Most of the work has been done, or is being done, under complete local control. Emergency repairs were made by local forces or under emergency contracts let by local authorities.

As with the former program, restoration of major county road and city street storm damage on the Federal-aid Secondary System will be under department contracts engineered substantially by local personnel.

Projects estimated to cost $1,000 or more were programmed for federal assistance as shown in the following table:

1958 ER projects proposed	109
Not approved for Federal-aid	12
Approved for Federal participation	97
Withdrawn by local agency after approval	9
Projects retained in the program	88
Reported complete	16
Uncompleted as of June 30, 1959	72

Department of Public Works contracts involved in the 1958 local flood relief program are as follows:

	Projects	*Contracts*	*Cost*
ER contracts awarded 1958-59 FY	14	12	$737,000
Nonfederal-aid	–	1	274,000
ER contracts advertised or pending award	3	2	82,000
Total state contracts, June 30, 1959	17	15	$1,093,000

COUNTY MAINTAINED ROADS

The apparent trend of the previous fiscal year toward a smaller county road system was sharply reversed throughout the past year, during which the system was increased by nearly 500 miles. This large increase in mileage was due to the general growth of the state, particularly in rural and unincorporated suburban areas, coupled with a slackening in the rate of new incorporations.

On the other hand the trend towards a general upgrading of the county road system is continuing. During the past fiscal year the mileage of county primary roads was increased by nearly 360 miles. This increase in the higher-type county road is in keeping with the build-up of the more densely settled unincorporated areas with a resultant demand for better traffic service.

The total maintained road mileage for the 58 counties on June 30, 1959, was 69,077.56 miles. This included 23,432.60 miles of primary roads.

JOINT HIGHWAY DISTRICT NO. 9

The only remaining active Joint Highway District is No. 9, which covers 68.1 miles of the Cabrillo Highway (State Sign Route 1) between Santa Cruz and San Francisco. Upon completion of the final construction project, which is expected to be under way by the time this report is published, this joint highway district will become inactive.

By an agreement entered into on January 10, 1958, between the Department of Public Works and Joint Highway District No. 9, the then remaining unimproved sections were financed. Under this agreement, the joint highway district pledged contributions amounting to $788,000 with the State Highway Commission providing the remainder needed to complete the last three projects as described below.

The 4.8-mile section between 0.4 mile south of Whitehouse Creek and one mile south of Pigeon Point, in San Mateo County was finished during the fiscal year under Contract No. 59-4TC20. The project cost, including construction engineering, was $829,418.62.

Contract 60-4TC25, under way at the close of the fiscal year, extends from 0.2 mile south of Wilder Creek to four miles south of Davenport in Santa Cruz County for a length of 3.2 miles. The cost of the project is estimated at $950,000, including construction engineering.

Completion of this link will end over 30 years of successful co-operative effort between the Joint Highway District and the Division of Highways.

58-59 59-60

CITY AND COOPERATIVE PROJECTS

(By AHG)

The primary function of the City and Cooperative Projects Engineer is the administration of the gasoline tax funds allocated for use on city streets not on the State Highway System.

An outline summary of the work with which this office was concerned during the fiscal year follows:

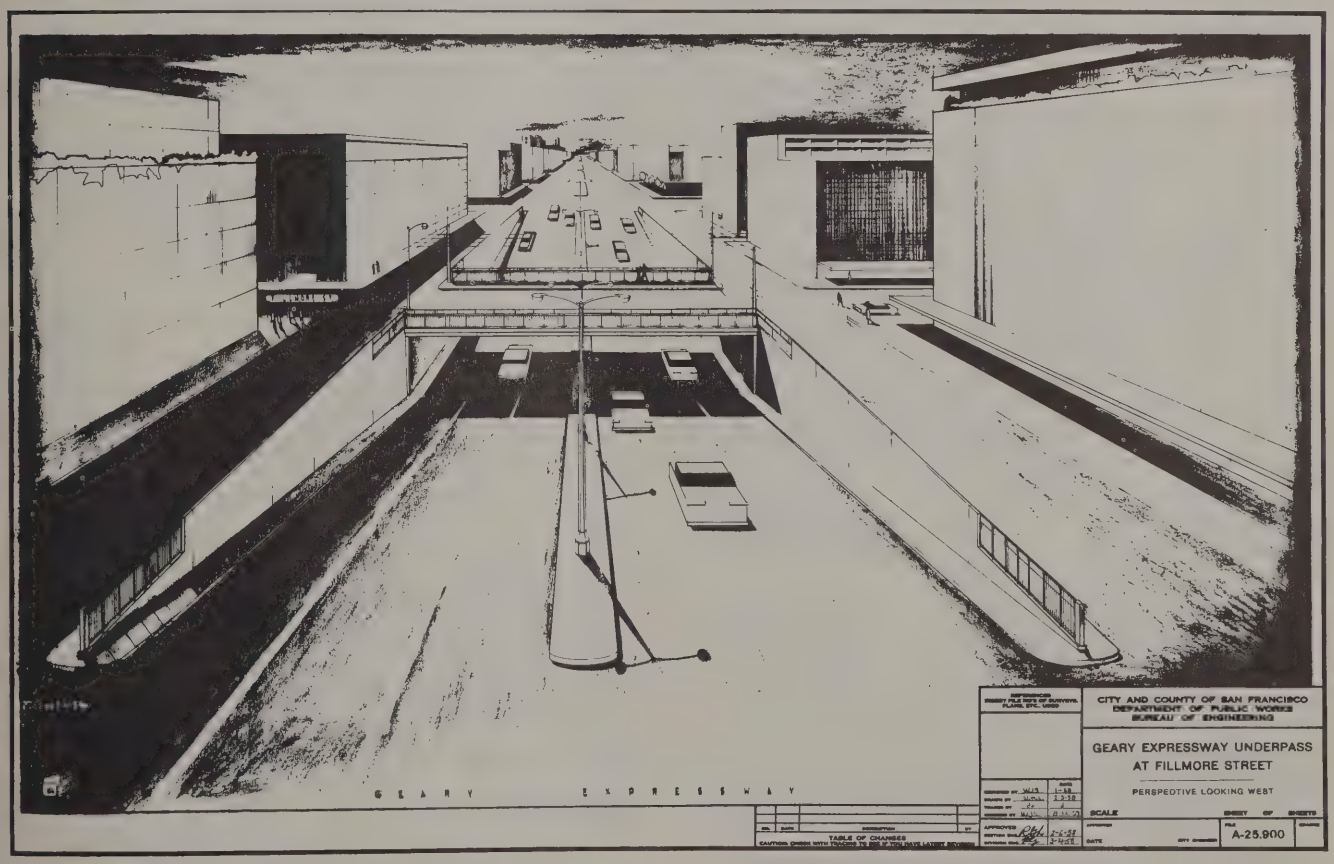
	FUNDS APPORTIONED
32,080,631.81 ~~$30,443,553.45~~	⅝ cent funds apportioned to ~~354~~ 366 incorporated cities (~~$1,097,910~~ 1,637,078 or ~~4~~ 3½ percent over the preceding year);
1,165,000 ~~1,118,500.00~~	Engineering funds apportioned to ~~355~~ 366 cities.
~~$31,562,053.45~~ 33,245,631.81	Total apportionment to cities.
	FUNDS BUDGETED
28,472,231.55 ~~$29,917,912.08~~	Construction and right of way program.
~~9,051,910.00~~ 9,405,623.18	Maintenance programs.
~~$38,969,822.08~~	Total ⅝ cent budgeted.
$ ~~1,283,108.12~~ 1,418,088.08	Engineering (Section 2107.5) expenditure budget.
37,877,854.73	Total 925 tax budgeted for cities, reviewed and
	ACTIVITIES
39,295,042.8 ~~811~~ 877	Legal agreements prepared and executed covering gas tax expenditures.
415 ~~546~~	Individual project plans approved for construction at a total cost of ~~$30,493,173.~~ 22,314,836.48
52 ~~212~~	Miles of streets were constructed and improved.

	CITY STATISTICS AND CHANGES
555,503 ~~355~~	Incorporated cities as of June 30, ~~1959.~~ 60
~~595,503~~	Population gain by ~~948~~ annexations, ~~94~~ special censuses or estimates, and ~~4~~ new incorporations.
~~10,659,244~~ 11,214,747	Total incorporated city population as of June 30, ~~1959.~~ 60

Allocation of Funds

Sections 194 and 2107 of the Streets and Highways Code provide that the Department of Public Works shall expend or cause to be expended within the incorporated cities in the State from the State Highway Fund a sum of ⅝ cent per gallon of gasoline tax. These funds are apportioned on the basis of the population of each city. As provided in Section 2107.5 an additional annual apportionment also is made to each city for expenditure exclusively for engineering and administrative expenses in respect to city streets.

This unit is responsible for the apportionment and payment of these two funds; for the preparation and execution of agreements providing for expenditure of these funds; for the review and approval of a major city street system; for the review, checking and approval of plans and specifications for construction



Sketch by City and County of San Francisco of the undercrossing at Fillmore Street on the proposed Geary Boulevard Expressway, a project chiefly financed from 5/8 cent gasoline tax funds. The separation structure is now under contract.

New railroad crossing at Second Street in the City of Upland. A major city street project financed with 5/8 cent gasoline tax funds.

projects and the granting of authority to advertise for bids and award a contract or proceed with the work by day labor.

A total of $30,443,553.45 was apportioned from the ⅝ cent gas tax allocation for expenditure on city streets during the year. There was in addition to this, on hand at the beginning of the fiscal year, an unexpended and unbudgeted amount of $9,360,553 and savings on completed projects of $8,187,328.03, making a total of $47,991,434.48 available for budgeting during the year.

Budgeted Funds

The amount budgeted for expenditure during the year from the ⅝ cent funds amounted to $38,969,822, leaving an unallocated, unexpended amount of $9,021,612.48 to be carried over and become available for budgeting in the fiscal year beginning July 1, 1959.

The amount budgeted for surveys and plans, right of way, and construction was $29,917,912.08, and for maintenance $9,051,910. It is noted that the total amount of gasoline tax provided for maintenance operation was less than the 40 percent of the annual allocation allowed by the law. A number of cities chose not to use gas tax funds for maintenance purposes, but rather to use all available gasoline tax funds for permanent construction. All types of projects have been represented in the funds provided for construction, varying from minor resurfacing jobs to major highway and bridge projects.

The funds allocated under Section 2107.5 of the Streets and Highways Code which are earmarked for engineering and administration in respect to city streets amounted to $1,283,108.12 for the fiscal year. The law sets up a formula for the allocation of these funds on the basis of population varying from $1,000 annually for a city with a population of less than 5,000 to $20,000 annually for a city with a population greater than 500,000.

The 811 agreements prepared and executed between the department and incorporated cities during the year constitute a contract between the State and each city, setting forth every project on which gasoline tax funds are to be expended, the type of work to be performed, and the amounts authorized for each project. During the fiscal year 546 sets of plans were reviewed and approved for construction estimated to cost $30,493,172, and totaling 212 miles in length.

Population Data

Since all funds apportioned to incorporated cities are based on population, it is important to keep population data on municipalities up to date. The law provides that the population of inhabited territory annexed to an existing city or of a newly incorporated city shall be determined by multiplying by three the number of registered electors on the effective date of annexation or incorporation. Population of areas uninhabited at time of annexation is determined two years after the effective date of annexation, by the same formula.

Cities which have a substantial increase in population are authorized by law to apply to the United States Bureau of the Census for a special count and this department must consider the results of such a special census in all subsequent allocations of gasoline tax funds. During the year 14 cities had such a special census taken by the bureau resulting in an official population increase of 61,219.

Under a law which became effective on July 1, 1958, cities may request the State Department of Finance to make an estimate of increased population. If this increase is 5 percent or more, subsequent allocations will be based on the estimate. Eighty estimates made on this basis increased the official city population by 453,617.

Four new cities were incorporated during the fiscal year. These are:

Date	City—County	Estimated Population
July 30, 1958	South El Monte—Los Angeles	4,251
January 19, 1959	Walnut—Los Angeles	1,122
January 26, 1959	Union City—Alameda	4,584
May 19, 1959	Artesia—Los Angeles	7,989
Total population increase by incorporation		17,946

The number of annexations during the year was 948, accounting for a population gain of 62,721.

Total population of the 355 incorporated cities as of June 30, 1959, was 10,659,294, which is 70 percent of the 15,280,000 total state population, as estimated by the Department of Finance. This represented an increase in urban population during the year of 595,503 or 5.9 percent.

Major Street System

The law requires that a system of major city streets in each city shall be selected by the governing body on the basis of greatest general city importance, subject

Fourth Street in San Fernando, recently improved as a major city street project financed with 5/8 cent gasoline tax funds.

to approval of the department. The review and approval of these major city street systems or changes therein are made with great care to insure that the gasoline tax funds will be expended to obtain as far as practicable the ~~most~~ benefit for vehicular traffic using city streets.

The master plans that are being developed for many of the cities and counties provide the cities with a definite basis of selection of the major city streets and also provide a basis for continuity of design for adequate capacity.

Other Data

This unit maintains up-to-date city limit lines of each incorporated city.

Current descriptions of state highways within cities are compiled and published. These lists are used by the various districts of the Division of Highways, various Headquarters units, and in addition are furnished to outside agencies as requested.

Co-operative Relationships

Liaison with each city is maintained through city and co-operative sections in each of the 11 highway districts. Co-operative discussions are continually being held with the city officials in the interests of adequate design standards and continuity of planning. Manuals of instruction issued by the Division of Highways are distributed to the city officials through the districts to keep them advised of the latest developments and methods on highway design, construction and maintenance. Street deficiency reports and master plans, as they are developed, are obtained as an aid in the overall planning.

greatest possible

SERVICE AND SUPPLY

Procurement

During the 1958-59 fiscal year the Division of Highways purchased through its Service and Supply Department and the Purchasing Division of the Department of Finance commodities ranging from normal office supplies to specialized engineering equipment and a wide range of maintenance and construction materials. These purchases amounted to almost $12,800,000 for 12,228 transactions in response to an average of 49 requisitions per day. Purchases for warehouse stock are included in the above figures. In addition to the regular purchases, several major items were obtained from U.S. Government surplus through the Bureau of Public Roads.

Warehousing and Distributing

During this period the Service and Supply warehouses filled 31,546 requisitions for a total of 98,951 items with a total value of $3,567,023.59. The value of stock in the warehouses as of June 30, 1959, was $2,091,463.83. The average inventory for the fiscal year was $1,923,569.31, showing a stock turnover of 192 percent. More than 13,000 separate shipments were made. The catalogue of commodities available from the warehouses lists 4,714 items and is kept current for use of 431 offices who have occasion to order equipment and supplies. Selected sections of the catalogue are distributed to engineers and technicians who do not have need for the complete catalogue.

Loans of Steel to Contractors

To permit contractors to begin construction on certain projects without delay which would be caused by waiting for delivery of heavy steel sections from eastern mills, 223 tons of H-piling and I-beams were loaned to contractors from warehouse stock. This steel is replaced when the contractor's shipment arrives.

District Stores (Account 150)

The inventory value of materials in district stores as of June 30, 1959, was $1,599,371.13. This is a 4 percent increase over previous inventories, due to the general increase in operations.

Salvage and Utilization of Materials

Structurally and economically sound materials were salvaged from highway structures and other facilities which were removed during construction operations. These salvaged materials are used in new construction and maintenance.

Materials and equipment that are obsolete and unsalvageable are sold to the highest bidder.

In January 1959 the Antioch Bridge across the San Joaquin River was damaged severely when a freighter collided with the west pier during a heavy fog.

Heavy I-beams which had been salvaged were shipped from the Sacramento warehouse and utilized to reopen the bridge with a minimum of delay.

This timber crib on State Sign Route 1 north of San Simeon, constructed to protect the highway from the surf, utilized redwood salvaged from an older bridge in Kern County.

Salvaged redwood being used in widening the bridge over the Upper Truckee River on US 50, El Dorado County, on the south approach to Lake Tahoe.

The Upper Truckee River Bridge on US 50 was widened from two lanes to four lanes using 60,000 feet board measure of 6″ × 16″ × 20′ structural redwood salvaged from older bridges, at an estimated saving to the State of $20,000.

The same type of salvaged redwood from the Kern River Bridge at Bakersfield was used to construct two bin cribs in San Luis Obispo County on Route V-SLO-56-A where the surf had washed out portions of the highway.

Reproduction and Photography

The Headquarters Reproduction Section reproduced 3,935,000 square feet of full-scale blueprints and 2,617,500 sheets of half-scale plans during the fiscal year.

For a closer working relationship of the district and Headquarters reproduction personnel, a seminar was held in Sacramento on November 13 and 14, 1958. A "Repro Newsletter" is being distributed to interested personnel as information on new materials and processes is assembled.

The Photographic Laboratory has continued its operation of providing statewide photographic services for the various districts and departments of the Division of Highways.

Records Centers

The Sacramento Records Center had capacity for 15,000 cubic feet of records and the full capacity was being used as of June 30, 1959.

The Los Angeles Records Center had 4,200 cubic feet capacity and about 3,500 cubic feet filled.

Almost 43 tons of obsolete records were sold as waste paper during the fiscal year.

Transit and Level Repair

During the fiscal year 995 engineer's transits and levels were included in the repair program. The cost of repairs averaged $35.67 each for transits and $20.18 each for levels. This work is done under service contract with the low bidder on statewide competition.

Business Volume

Following is a tabulation of Service and Supply business for the fiscal year:

Direct purchases	$8,935,360.74 *
Warehouse purchases	3,837,247.35
Warehouse disbursements	3,567,023.59
Inventory as of June 30, 1959:	
District stores, Account 150	1,599,371.13 †
Warehouse Accounts 151 and 152	2,091,463.83

* Regular purchase orders $7,502,462.98
Sub-purchase orders 1,432,897.76
† Does not include $9,656.25 in headquarters radio supplies. (Departmental Communication Engineers—Highway Radio Shop).

Following is a resume of the allocation and disbursement of funds for acquisition of nonrental equipment during the 1958-1959 fiscal year:

Allocated	$650.000.00
Funds expended	551,205.55
Funds reverted	98,794.45

The nonrental inventory as of June 30, 1959 amounted to $11,750,426.50.

Above figures include purchases for 11 districts, Bridge Department, State-owned Toll Bridges, Materials and Research Department, and Headquarters Office, exclusive of purchases for warehouse stock items.

For the Statement of Service and Supply Department Financial Transactions, July 1, 1958, to June 30, 1959, and Summary July 1, 1947, to June 30, 1959, see Statement Ten in Appendix A of this report.

For information on the organization and functions of the Service and Supply Department, see the Twelfth Annual Report, January, 1959, pp. 99 to 109.

INDUSTRY CONTACTS

The Industry Contact Section obtains prevailing wage data from contractor and labor organizations; collects information from the construction industry for the establishment of equipment rental rates to be used on force account work; represents the Division of Highways at hearings of the California Public Utilities Commission concerning proposed modifications to dump truck rental rates; and processes minor contracts, right-of-way clearance contracts, informal bid and emergency contracts and service contracts.

Prevailing Wages

As in past years, prevailing wage information was furnished for all highway contracts advertised for bids, right-of-way clearance contracts, minor contracts, and service contracts for equipment rental and other services.

Wage determinations for all classifications were filed with the Director of the Department of Industrial Relations once each quarter. The districts and departments of the Division of Highways were kept informed of the general prevailing rates of wages as determinations were made.

Force Account Equipment Rental Rates

The Industry Contact Section obtains information on construction equipment from the industry, analyzes the data, and establishes the rental rates to be paid to contractors for equipment used on force account work.

Public Utilities Commission Hearings

The Section analyzes cases to come before the California Public Utilities Commission concerning dump truck rental rates and asphalt hauling, recommends appropriate presentations, and represents the Division of Highways at hearings.

Minor Contracts

Small projects for which the cost will not exceed $5,000 are handled by the districts from inception to acceptance of the contract and are financed from construction, maintenance, and buildings and plants funds.

A total of 374 minor contracts with a value of almost $550,000 were awarded during the fiscal year. The average amount per contract was approximately $1,460.

Right of Way Clearance Contracts

As in past years, contract procedure was used in clearing rights of way in advance of construction except where improvements were disposed of through sales.

For altering and moving buildings, relocating irrigation systems and fences, and drilling wells, 24 contracts involving a total cost of $550,000 were awarded.

Contracts for the demolition of buildings totaled 509 with a total cost of $760,000. On 35 of these jobs, the contractors paid to the State $18,800 for salvage. Of the total of 533 right of way clearance contracts placed under way during the fiscal year, 472 have been completed and 61 are still active.

Informal Bid Contracts

Twenty informal bid contracts involving a total of $268,732, and ranging from $350 to $42,545, were awarded during the year. Six of these were emergency contracts totaling $39,201.

This method of having work performed is provided for in Sections 14272 and 14273 of the Government Code. It is resorted to only in case of emergency or when formal contract procedure results in bids that are not acceptable or no bids are received and it becomes necessary to do part of the work by day labor with rented equipment and part by contract.

The informal bid contract method is employed only after the express approval of the Director of Public Works is obtained for each specific project.

Service Contracts

Nearly 5,000 service contracts were processed during the year, involving a total expenditure of more than $7,000,000.

This type of contract (formerly called service agreement) is utilized for renting equipment and obtaining certain services required by the Division of Highways. Its use is confined to work of a nature and magnitude not within the scope of the State Contract Act and not adaptable to minor contract, right of way clearance contract or other prescribed contract or agreement procedures.

The principal use of service contracts, involving nearly $2,600,000 of the service contracts expenditures is for the rental of equipment for highway maintenance, for highway construction by honor camps, and on occasional day labor highway construction projects.

Other utilization of service contract procedure includes utility services, maintenance and repair of state-owned buildings and grounds, repair to rental properties, maintenance and repair of office machines

and engineering equipment, rental of office machines, and rental of field quarters for maintenance and construction personnel.

Agreements Covering Personal Services

In addition certain types of services are obtained under standard agreements (Department of Finance Form 2). During the fiscal year 267 standard agreements were processed for special services such as appraisers and expert witnesses in right of way condemnation trials and professional consultants in unusual design and economic investigations.

Interagency Agreements

For work to be done for the Division of Highways by other state agencies, 16 interagency agreements (Department of Finance Form 13) were processed.

Policy and Procedure

Instructions covering the policy procedure to be followed in handling work under service contracts, informal bid contracts, and right of way clearance contracts are being prepared for publication. Instructions covering minor contract policy and procedure have already been published.

MANAGEMENT ANALYSIS

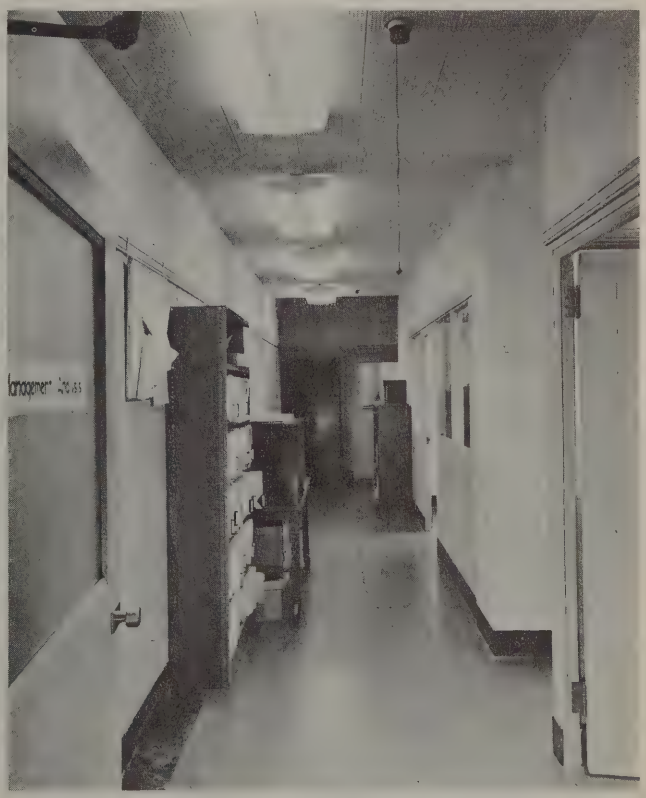
The purpose of the Management Analysis Section is to improve the efficiency of the division's work by making assigned studies, developing recommendations, and providing advisory services on administrative and management problems in the Division of Highways, both in headquarters and in the districts. During 1957-1958 the initial emphasis was upon an intensified records management program, carrying out recommendations made by the National Records Management Council in their survey of Division of Highways records in 1956. By December 1958 a close review of records management had been accomplished in all division offices with retention schedules established and other records modernizations installed. While further records management work remains an important part of the section's activities, the completion of the initial phase permitted a change in program emphasis to include studies concerning various other types of management problems.

Records Management

Records Retention and Disposal. As of December 31, 1958, records retention programs had been installed in all district offices. This program had been previously completed in headquarters offices by June 30, 1958. The work involved a detailed records inventory in each office and the subsequent removing of records for destruction or inactive storage in accordance with approved schedules. The total amount of records destroyed and transferred to inactive storage in the initial housecleaning phase of the program has exceeded original estimates by about 15 percent (1,365 file drawers).

Filing System. As the result of an analysis of data supplied by a six-month statistical study of the sources and uses of Headquarters General Files material, a program was developed for centralized control of decentralized file units to eliminate unnecessary duplication between operating units and general files. This has resulted in a substantial reduction in the volume of material needed in the general files. In addition, revision of retention periods has released considerable material to inactive storage at the Records Center. Approximately 1,000 square feet of additional floor space has been made available and is now being utilized for new office space.

A pilot study concerning an improved files classification plan has been started in two districts. It is



New office space of the Management Analysis Section, made available through decentralization of General Files and release of records to inactive storage.

planned to extend this study to one other district as well as to headquarters. The results of this study will determine the nature and extent of an improved file classification plan for all division offices.

Forms Analysis. Data are being collected to establish a program of forms analysis and control.

Circular Letters. A new circular letter system was installed in September 1958 which incorporates numbering and expiration features. Indexing of active circular letters has been done for the period 1947 through 1958. This work is continuing and it is expected all active circular letters will be identified and indexed by January 1960.

Organization Surveys and Procedures Studies

A management survey of administrative service activities in District VII was completed by Management Analysis Section with the co-operation of headquarters personnel and accounting staff in March 1959. This survey was made at the request of the district for the purpose of reviewing the present organization of administrative service activities and presenting a recommended basic plan.

A similar survey in District VIII is near completion.

Other studies are currently in process concerning: (1) procedures for processing agreements in headquarters; (2) policy and procedures concerning photography; (3) highway signing requisition procedures and related record keeping; and (4) bulk mailing procedures. Several other organization and procedures studies have been requested and will be assigned when the current workload permits.

Budget Control

The section assisted the Accounting and the Personnel Departments in developing forms and procedures and in installing the new program of budgetary control over personnel and operating expenses established by the State Highway Engineer in 1958. The system was extended to additional units in 1959. All headquarters units are now included in this program.

Panoramic view, looking south toward Corona, along the Riverside Freeway in the City of Riverside, Central Avenue Interchange in center. (Federal Aid project).

PLANNING

In the California state highway organization, the functions of advance planning, programs and budgets, design, traffic, photogrammetry, and highway planning survey are all under the supervision of the Assistant State Highway Engineer, Planning.

An account of the activities relating to these several functions during the fiscal year from July 1, 1958, to June 30, 1959, appears in this section of the report.

ADVANCE PLANNING

The principal functions of the Advance Planning Section include: processing project reports that initiate the authorizations for surveys and preparation of plans; co-ordinating the steps attendant to route adoptions and freeway declarations; processing freeway agreements; and co-ordinating the planning efforts of the Division of Highways with the planning of other state agencies, federal agencies, and local jurisdictions whose activities affect or are affected by proposed state highways.

Project Reports

A project report is an engineering investigation and analysis of a specific project, setting forth the nature of the improvement proposed, the reasons why, and the proposed manner of accomplishment.

Project reports are required for all proposed improvements. They constitute both a starting point and a control mechanism in planning and budgeting. They are prepared by the districts and provide the information for determining where, how, why, and when an improvement project is necessary, thus establishing the basic design features of each project. They are reviewed at headquarters, where analysis by the various departments is co-ordinated by the Advance Planning Section after field review. The conclusions provide the basis for orderly development of surveys and plans. Aerial mapping at this stage continues to be an increasingly valuable tool in implementing the evaluation of topographic controls and expediting the preparation of project reports.

Approximately 300 project reports covering both freeway and nonfreeway highway projects were processed during the year.

Freeway Routes

The development of an integrated system of freeways is one of the most important phases of modern highway planning. This phase, which embraces consideration of community values and potential land use as well as traffic service, has been emphasized for many years in California's state highway planning.

The California Highway Commission's policy with respect to the adoption of freeway locations requires that the authorities of affected localities be advised when studies of a particular freeway route are initiated by the Division of Highways, and that they also be kept more fully informed on the general features of proposed freeway units in the period prior to route adoption action by the commission. During the year these provisions of the commission's policy were carried out and co-ordinated through the Advance Planning Section.

In compliance with the commission's policy, conferences with local city and/or county officials and their technical staffs, followed by well-publicized public meetings were conducted on proposed freway projects by the district staffs of the division. In compliance with new federal requirements, the public meeting procedure has been extended to all federal-aid routes including nonfreeways.

During the past year 63 formal public meetings regarding state highway routes were held by the division, an increase of 14 over the preceding year. In addition, there were several hundred meetings of the informational type held preceding and in conjunction with these formal public meetings.

The results of these conferences with the official bodies and civic groups together with transcripts of the public meetings were made available to the Highway Commission at the time the route studies and the State Highway Engineer's recommendation were presented for consideration. The commission itself held nine public hearings at the request of local authorities.

The mileage of declared freeways was increased by approximately 597 miles during the year through action of the highway commission. On June 30, 1959, the total declared freeway mileage was 4,894. The mileage added during the year represents 44 units, 34 of which involved a major relocation.

Freeway Agreements

In conjunction with the progress made in increasing the freeway mileage in the State System, 157 units of freeway agreements have been received for processing. The co-operation received from the cities and counties in working out and concluding these agreements has been extremely satisfactory.

In various instances original agreements have been superseded by supplemental agreements in order to incorporate improved design standards over those previously proposed, to provide for increased traffic needs and changes in local planning, particularly in respect to additional separation or interchange structures.

Other Proposals Studied

Numerous proposals, suggestions, resolutions, and inquiries regarding new and existing routes, plans for their development and financing were received from individuals, public officials, public and semi-public organizations, and from the Legislature. Investigation, correspondence, preparation of reports and replies on these subjects occupied considerable time. Such work frequently required the compilation and careful analysis of statistical and engineering data and extended into comprehensive studies.

Interstate Highway System

The Advance Planning Section is responsible for obtaining approval of the Bureau of Public Roads with respect to the final location of all routes on the Interstate Highway System. This is accomplished on each section following its adoption by the California Highway Commission. To date, approximately 1,580 miles, or approximately 72 percent, of the National System of Interstate and Defense Highways in California have been approved as to final location. This represents an increase of approximately 420 miles during the year. In addition to this approved milage, approximately 335 additional miles are now being processed and will be submitted to the Bureau of Public Roads for approval. The total mileage approved or now under consideration represents about 87 percent of the system in California.

Liaison With Other Agencies

In addition to co-ordination with local jurisdictions, an important function of the Advance Planning Section is maintaining close liaison with other governmental agencies whose regional or statewide activities affect or could be affected by state highway facilities and planning.

Working relationships with staffs of these agencies is centralized and co-ordinated in the Advance Planning Section. In co-operation with the 11 highway districts, the effect of the various public works on existing and planned highway routes is carefully studied. Where highway relocations or adjustments are required, the Advance Planning Section negotiates agreements with these agencies to the end that the highway users' interests are protected, the objective being to obtain a relocation or adjustment of equal utility to the facility being superseded. Betterments are frequently included in the negotiations at the expense of the State.

In the Advance Planning Section agreeable working relations are maintained with the several agencies involved in these negotiations where obviously differing objectives commingle and must be resolved efficiently and satisfactorily in the public interest.

Power withdrawals and restoration of withdrawn power sites, applications for water rights, permits issued by state and federal agencies for public or private works and features cited in the Federal Register are analyzed for their effect on existing and planned highway routes.

National Forest Highways

The division acts jointly with the U. S. Bureau of Public Roads and the U. S. Forest Service in an annual improvement program for the forest highway system in California pursuant to provisions of federal-aid legislation.

The forest highway system covers a network of roads aggregating about 2,455 miles, 78 percent of which is on the State Highway System and the balance on the county road system.

The federal apportionment for forest highways for the 1958-59 fiscal year was $4,818,258. Including residual funds, an amount of $4,821,000 was placed under contract or otherwise obligated during the fiscal year. The U. S. Bureau of Public Roads designs, advertises and supervises the construction of federally financed projects on this system. The Division of Highways, at state expense, obtains the right of way, clears utilities and secures material sites for forest highway projects on state highway routes.

Projects undertaken under this program are primarily on roads important to recreational interests.

Tabulation showing expenditures on the National Forest Highway System in California as of June 30, 1959, is included in this report on pages 64 and 65.

Looking southward along the recently completed first unit of the Redwood Parks Freeway (US 101) in Humboldt County, with the George M. Leatherwood Memorial Bridge providing a new crossing of the Eel River. The old highway bridge, at left, provides tourist access to the redwood groves.

NATIONAL FOREST HIGHWAY SYSTEM—CALIFORNIA

Status—June 30, 1959

Rt. No.	Name of route	Termini of projects	National forest	Length (miles)	Projects constructed by Bureau of Public Roads: Miles built or under construction	Projects constructed by Bureau of Public Roads: Total expenditures
1	Crescent City (US 199)	Forest boundary, near South Fork-Oregon line	Siskiyou-Six Rivers	33.4	26.7	$1,478,904
2	Klamath River	Weitchpec-mouth of Shasta River (Jct. US 99)	Klamath-Six Rivers	127.8	68.8	4,949,706
3	Trinity River (US 299)	Junction City-Horse Summit (Berry Summit)	Six Rivers-Trinity	58.6	15.0	4,090,000
4	Peanut-Van Duzen	FH 6 at Peanut-west forest boundary	Trinity-Six Rivers	35.9		
5	Douglas City-Peanut	Jct. US 299 at Douglas City FH 6 at Peanut	Trinity	30.9	24.8	1,848,844
6	Beegum-Peanut	Beegum-FH 4 at Peanut	Trinity	24.6	5.1	864,638
*7	Mendocino Pass	Williams Creek-mouth of Grindstone Creek	Mendocino	54.4	54.4	451,365
*8	Lucerne-Bartlett	Lucerne Jct.-Hough Springs	Mendocino	23.2	23.0	50,341
10	Weed-Medicine Lake (US 97)	Weed (Jct. US 99) north boundary national forest	Shasta	13.6	9.9	99,003
11	Lava Beds	FH 12 at Spaulding Ranch-near Stronghold	Modoc	30.4	24.0	695,035
12	Howard Gulch	FH 14 at Canby-FH 11 at Spaulding Ranch	Modoc	17.1	17.1	502,164
13	Alturas-Cedarville	Near west forest boundary-Cedarville	Modoc	9.1	7.7	107,510
14	Redding-Alturas (US 299)	FH 16 at Adin-FH 12 at Canby	Modoc	22.3	10.9	186,251
15	Redding-Alturas (US 299)	South forest boundary-east forest boundary, N.E. of Burney	Shasta	3.5		
*16	Willow Creek	FH 14 at Adin-Grasshopper Valley	Modoc	27.7		
*17	Westwood	State Rt. 29-FH 92 (Feather Lake Forest Highway)	Lassen	11.4		
18	Red Bluff-Susanville	12 miles west of Mineral-east forest boundary	Lassen	36.1	24.3	350,314
19	Red Bluff-Susanville	Near Coppervale-Susanville	Lassen	15.2		
20	Almanor	Almanor Dam-Jct. FH 22 (Feather River Highway)	Plumas	21.4	20.0	1,108,753
21	Deer Creek Meadows	Forest Ranch-Deer Creek Meadows (Jct. FH 18)	Lassen	40.2	25.1	1,001,842
22	North Fork Feather River	West forest boundary-Quincy (Connect. FH 23)	Plumas	53.3	5.7	200,000
23	Quincy-Beckwourth	FH 22 at Quincy-Beckwourth	Plumas	38.6	38.2	1,530,929
*24	Gold Lake	Jct. State Rt. 83 near Graeagle-FH 26 at Bassetts	Plumas and Tahoe	15.0	1.3	123,633
25	Nevada City-Downieville	North San Juan-Downieville (Connect. FH 26)	Tahoe	28.9	11.7	1,426,975
26	Yuba Pass	Downieville (Connect. FH 25)-Sattley	Tahoe	31.4	30.5	739,848
27	Sierraville-Hobart	Randolph-1.7 miles south of Sierra-Nevada county line	Tahoe	15.8	15.8	478,286
28	Calpine-Clio	Calpine-Mohawk Valley	Tahoe and Plumas	7.2	7.2	212,544
29	Emigrant Gap (US 40) (Interstate)	West forest boundary near Blue Canyon-Union Mills	Tahoe	37.4	6.9	244,971
30	Truckee-Meyers	FH 29 at Truckee Jct.-FH 32 at Tahoe Valley	Tahoe and El Dorado	41.5	14.5	494,732
31	Tahoe-Brockway	Tahoe City (Jct. FH 30)-Nevada state line	Tahoe	11.1	3.4	320,788
32	Placerville-Lake Tahoe (US 50)	Pollock Pines-Nevada state line	El Dorado	49.9	42.2	4,606,702
33	Carson Pass	Cook's Station-FH 43 at Picketts	El Dorado and Toiyabe	43.5	8.9	1,042,189
34	Woodfords-Minden	FH 35 near Woodfords-Nevada state line	Toiyabe	6.4		
35	Ebbetts Pass	Murphy-Woodfords (Jct. FH 34 and 43)	Stanislaus-Toiyabe	82.1	18.1	362,796
36	Topaz (US 395)	Connect. FH 37, 2 miles south of Coleville-Nevada state line	Toiyabe	11.3	11.3	214,792
37	Bridgeport-Coleville (US 395)	Near Bridgeport-Connect. with FH 36	Toiyabe	32.4		
38	Sonora Pass	Soulsby Jct. (Mono Vista)-FH 37 at Sonora Jct.	Stanislaus-Toiyabe	74.4	40.9	2,845,044
39	Big Oak Flat (Tioga)	Big Oak Flat-Yosemite National Park boundary	Stanislaus	28.9		
40	Tioga	Jct. FH 41 at Leevining-Yosemite National Park boundary	Inyo	13.4		
41	Red Rock-Bridgeport (US 395)	Near Convict Creek-Mono Lake	Inyo	35.5		
42	Red Rock-Bridgeport (US 395)	Forest boundary 5 miles north of Inyo/Mono county line-forest boundary 1 mile west of Rock Creek Inn	Inyo	6.9		
43	Luther Pass	Woodfords (Jct. FH 34 and 35)-Jct. FH 32 (Placerville-Lake Tahoe)	Toiyabe-El Dorado	17.8	7.1	671,250
*44	Aspen Valley	Big Oak Flat Highway (Jct. FH 39)-west boundary Yosemite Park	Stanislaus	2.0		
45	Mariposa-El Portal	Briceburg-Yosemite Park boundary	Sierra-Stanislaus	17.7		

46	Harmony Ridge	West boundary national forest-Jct. FH 29 near Emigrant Gap	Tahoe	15.3	3.7	484,514
47	Oakhurst	Yosemite Park boundary-Oakhurst	Sierra	14.8	14.8	591,435
48	Huntington Lake	Southwest boundary national forest-Huntington Lake	Sierra	39.3	19.3	2,866,992
49	Kings Canyon	General Grant Park boundary-Deer Cove Creek	Sequoia	24.6		
50	Fresno-Kings Canyon	Forest boundary approximately 5 miles west of Deer Park-General Grant Grove section of Kings Canyon National Park	Sequoia	12.9	12.9	1,331,074
51	Hoopa	Willow Creek (Jct. FH 3)-Hoopa Indian Reservation	Six Rivers	8.6	8.6	274,610
52	Glenville-Kernville	West boundary national forest-east boundary national forest	Sequoia	13.0		
53	Bakersfield-Freeman	Cottonwood Creek-Bodfish	Sequoia	30.4		
54	Cuyama	Dutard Ranch-Cuyama River Bridge	Los Padres	15.3	15.3	638,723
55	Cuesta Pass (US 101)	Cuesta-San Luis Obispo Creek	Los Padres	3.0		
56	San Marcos	Santa Ynez River Bridge-south boundary national forest	Los Padres	22.1	16.3	390,740
57	Ridge Rt. (US 99) (Interstate)	Castaic-Gorman	Angeles-Los Padres	26.7		
58	Arroyo Seco	La Canada-Red Box	Angeles	14.1		
*59	Vincent	Vincent-FH 61 at Switzers Saddle	Angeles	25.0		
*60	Mt. Wilson	FH 58 at Red Box-Mt. Wilson	Angeles	5.0	5.0	164,213
61	Angeles Crest	FH 58 at Red Box-FH 63 at Islip Saddle	Angeles	25.7	13.4	887,571
62	San Gabriel	South boundary national forest-FH 61 at Islip Saddle	Angeles	29.5	9.4	1,449,251
63	Swartout (Mt. Islip)	FH 61 at Islip Saddle-State Rt. 59 near Phelan	Angeles and San Bernardino	24.6	9.8	546,840
64	Cajon (US 66) (Interstate)	Devore-forest boundary, near Summit	San Bernardino	14.7		
65	Bear Valley	Forest boundary near Arrowhead Springs-FH 68 at Pine Knot	San Bernardino	41.2	20.8	1,270,989
66	Fawnskin	Jct. FH 65 at Big Bear Dam-Sylvan Way (in Big Bear City) via Fawnskin	San Bernardino	10.6		
67	San Luis Rey	East forest boundary-west forest boundary	Cleveland	4.0		
68	Mill Creek	FH 65 at Pine Knot-south forest boundary	San Bernardino	45.6	14.1	2,606,487
70	San Jacinto-Desert	West forest boundary-Jct. State Rt. 187 west of Indian Wells	San Bernardino	47.8	43.9	529,822
71	Mt. Lassen	South boundary Lassen National Park-Jct. FH 18 at Mineral	Lassen	8.9	6.0	347,020
*72	Idyllwild	FH 70 west of Keen Camp-north boundary national forest	San Bernardino	20.1	20.1	162,248
*73	Laguna	FH 80 at Laguna Jct.-Jct. SR 78 at Cuyamaca Lake	Cleveland	25.4	25.4	455,967
*74	North Fork	Jct. FH 47, north of Oakhurst-Jct. FH 48	Sierra	26.6	14.6	237,557
75	Manzanita Lake	West park boundary-1 mile west of west forest boundary	Lassen	4.5	4.5	102,372
76	Maricopa-Ventura (US 399)	North forest boundary-south forest boundary	Los Padres	43.3	25.7	1,149,576
77	Mt. Shasta-Mt. Lassen	Jct. US 99 near Mt. Shasta City-northwest boundary Lassen National Park	Shasta-Lassen	91.3	81.4	1,775,299
*78	Generals Highway	Sequoia Park-General Grant Grove section of Kings Canyon National Park	Sequoia	10.4	10.4	612,545
79	Morgan Summit-Morgan Springs	FH 71 at Morgan Summit Jct.-FH 18 at Morgan Springs Jct.	Lassen	3.8	3.8	115,386
80	El Cajon Pass-Jacumba (US 80) (Interstate)	Alpine-La Posta Ranch	Cleveland	27.7		
81	Mammoth Lakes	Jct. FH 41-McLeod Lake	Inyo	10.7	9.1	231,656
82	June Lake	Jct. FH 41-Jct. FH 41 via Silver Lake	Inyo	15.6		
*83	Pine Crest	Jct. FH 38-Pine Crest	Stanislaus	0.9	0.9	32,297
84	Morro Bay (US 466)	East boundary national forest-west boundary national forest	Los Padres	3.6	3.6	128,052
*85	Round Lake	Jct. FH 32-Jct. FH 33	El Dorado	10.0		
*86	Blue Lakes	Jct. FH 33-Jct. FH 35	El Dorado, Toiyabe and Stanislaus	18.0		
*87	Clark Fork	Jct. FH 35-Ebbetts Pass Highway-Jct. FH 38 (Sonora Pass Highway)	Stanislaus	25.6	9.2	378,746
*88	Clavey River	Jct. FH 38-Jct. FH 39	Stanislaus	10.6		
*89	Rock Creek	Jct. FH 42-Rock Creek Lake	Inyo	12.0		
*90	Western Divide	Jct. FH 52-Quaking Aspen Meadows, Jct. State Rt. 127	Sequoia	39.0	7.9	966,944
91	Bishop Creek	East boundary forest-Lake Sabrina	Inyo	11.0		
*92	Feather Lake	FH 77 (Mt. Shasta-Mt. Lassen Highway)-Jct. FH 19 (State Rt. 29)	Lassen	47.9	12.0	669,984
*93	Salmon River	FH 2 at Somesbar-Sawyers Bar	Klamath	34.0	17.0	820,138
94	East Walker River	South boundary national forest-Nevada line	Toiyabe	8.6		
*95	Mt. Pinos	Jct. US 99-Bitter Creek Saddle	Los Padres	21.1	8.7	582,534
*96	Mosquito Ridge	Forest Hill-Bear Trap Saddle	Tahoe	19.1	19.1	2,477,639
*97	Herring Creek	Jct. FH 38 (Sonora Pass)-Herring Creek Camp	Stanislaus	9.5		
*98	Everitt Memorial Highway	Mt. Shasta City-Panther Meadows	Shasta	14.8	13.4	1,047,963
*99	Calaveras Big Trees	Jct. FH 35-northerly boundary South Grove Calaveras Big Trees	Stanislaus	9.6		
			Surveys			2,617,561
			Totals	2,454.5	1,120.6	$62,244,894
			Federal Funds			$56,542,063
			Cooperative Funds			$5,702,831

* Not on State Highway System.

Highway User Taxes Including Federal Aid

Percentages based generally on 1960-61 Budget.

State of California
Department of Public Works
Division of Highways

SOURCE	DISTRIBUTION: HWY. PATROL & D.M.V.	STATE HIGHWAYS	COUNTY ROADS	CITY STREETS
GAS TAX 6¢ per gal. 45%		4¢ per gal. 30%	1 3/8¢ per gal. 10%	5/8¢ gal. 5% (Note 1)
MOTOR VEHICLE FEES 19%	10%	7%	2%	
3% USE FUEL TAX (DIESEL)		3%		
2% TRANSPORTATION TAX		2%		
FEDERAL AID INTERSTATE 25% (Note 2)		25%		
6% FEDERAL AID REGULAR (Note 3)		5%	1% (Note 4)	
TOTALS	10%	FEDERAL AID 72% 30%; HWY. USER TAX 42%	13% (Note 5)	5% (Note 5)

'IN LIEU' (PROPERTY) TAX ON VALUE OF MOTOR VEHICLES
(collected by State)

COUNTIES	CITIES	ADMIN. & OLD HWY. BONDS
47½%	47½%	5%

For general local government purposes

NOTES

1. *State Highways within cities financed wholly by State and Federal funds.*
2. *Federal Aid Interstate must be matched 9% by State funds from above sources.*
3. *Federal Aid Primary, Secondary, and Urban must be matched 42%, mostly by State funds from above sources.*
4. *Does not include matching funds, up to $100,000 per county per year, from State Highway Fund.*
5. *Does not include $5,000,000 per year State highway matching funds for local railroad grade separations.*

PROGRAMS AND BUDGETS

The Programs and Budgets Section has the following functions:

(a) Make projections of the availability of funds for highway purposes in future budgets.

(b) Establish target figures to be used by the districts in preparing district planning programs.

(c) Develop a statewide, long-range planning program, including an inventory of needs in co-operation with the Highway Planning Survey Section.

(d) Prepare recommendations of the Division of Highways for submittal by the State Highway Engineer to the Director of Public Works and the California Highway Commission for their consideration in preparing the annual budget.

(e) Maintain an up-to-date record of fiscal year highway expenditures.

(f) Maintain a constant check on the status of funds available for highway purposes in current fiscal year budgets.

(g) Recommend action concerning the possible financing of unbudgeted or minor improvement projects.

(h) Administer the annual Buildings and Plants Program.

Budget and Revenue

The responsibility for preparing the annual budget for consideration by the California Highway Commission rests with the Assistant State Highway Engineer, Planning. Engineering control of the state highway budget to assure adherence to its provisions is performed under the supervision of the office engineer and the administrative control of the Assistant State Highway Engineer, Administration.

The revenues which support the activities of the Division of Highways are derived from state and federal sources. State sources, which still comprise the major portion of the revenue, are: the gasoline tax, the use fuel tax, motor vehicle fees, and the transportation tax. Federal reimbursements for right-of-way acquisition and construction under way on Federal-aid projects during the fiscal year amounted to approximately $198.4 million, or about 38 percent of the total revenue.

The division's revenues accord closely with the volume and type of highway traffic. Long-established and continuous records of this traffic throughout the State are used as a guide in estimating probable revenues for planning purposes. For budgeting purposes, estimates of probable revenues are determined after consultation with other governmental departments and agencies whose functions relate to, or affect state highway income, particularly the Department of Finance, the Department of Motor Vehicles, and the Board of Equalization.

During the 1958-59 fiscal year the state highway budget was adjusted periodically to conform to current requirements as well as to reconcile differences between estimated and actual revenues and expenditures. This phase of the work was subject to greater variation than in past years. The enactment of the Federal-aid Highway Acts of 1956 and 1958 increased the importance of the federal-aid portion of the revenues of the budget.

Expediting and Co-ordinating

The establishment of the expediting and co-ordinating function has resulted in a closer liaison between the districts and heaquarters departments.

Frequent reviews of the status of the various proposed construction projects helped to eliminate delays in completion of plans, right-of-way acquisition or utility relocations.

Statistical records are being maintained to show the complete status of a project for highway construction from the time of its inception through the various stages to advertisement.

Buildings and Plants

During the fiscal year good progress was made on the construction of annex buildings to the district offices in Los Angeles, Redding, San Bernardino, and San Diego. Plans were being developed by the Division of Architecture for annex buildings to the district office in San Francisco and for the headquarters office in Sacramento, as well as for several maintenance stations.

The building program, with the exception of ordinary maintenance and minor building improvements, is carried on by the Division of Architecture in close co-operation with the Division of Highways.

Lake Murray Boulevard Interchange on US 80 in San Diego. Ramps connect to frontage roads instead of directly to crossroad. (Federal Aid project).

Landscaping at San Ysidro Road Interchange on US 101 near Santa Barbara.

DESIGN

The 1958-59 fiscal year brought an increase of 23 percent over the previous fiscal year in the number of projects for which plans were prepared. Factors which aided in handling this increased workload included aerial mapping and electronic computations. The total volume of design work represents a major construction program of $226,500,000, the largest ever handled by the Division of Highways. The increasing mileage of freeways in service, coupled with the trend toward higher operating speeds, continues to spur the development of improved design standards and safety features.

Special Studies

In conjunction with the Traffic and Materials and Research Departments, dynamic impact tests on various median barriers were conducted. As a result, two types of barriers, a cable-chain link barrier (flexible) and a blocked out metal beam (semirigid), were developed and adopted as standard median barriers. Also, as a result of this testing program, an improved type of standard guard rail was adopted.

Periodic reports on the operating characteristics of new construction are now being made by the districts as an aid in evaluating current design policies and improving design standards.

Plan Preparation Techniques

A new section for Part VI of the Planning Manual concerning plans, drafting and reproduction is in the last stages of completion and should be issued during the coming fiscal year.

To assist district designers, a retaining wall design outline and syllabus was issued. This facilitates the design of special details and the preparation of plans to accompany the retaining wall standard plan sheets.

Co-operative Agreements

As the growth in population in California continues, the resultant increase in area of the cities and their suburbs creates numerous problems in highway construction which can best be handled by co-operative projects between the State and local agencies.

A total of 120 agreements were executed during the fiscal year, an increase of 36 percent over the previous year.

Work for other State agencies done under interagency agreements involved 39 projects and amounted to $2,821,000. Most of this work was for the Department of Natural Resources in the development and improvement of state parks.

Harbor Freeway in Los Angeles. Note pedestrian overcrossing (110th Street) and slip ramps from one-way roadways parallel to freeway. (Federal Aid project).

Geometric Design

The processing of preliminary designs and the preparation of contract plans continued at a high volume. A total of 586 interchange and at-grade intersection designs were studied by Headquarters Design Section during the fiscal year. Within the same period, plans were prepared for a total of 414 projects; compared with a total of 336 the preceding year, the increase is 23 percent. This involved the processing of 3,700 sheets of plans.

During the year, 156 freeway agreements were processed.

Landscaping on US 99 crossing over Garces Circle in Bakersfield.

Close liaison with the Bridge Department in the approval of geometric widths and clearances for structures is maintained in Headquarters. A total of 509 structures were cleared.

Close liaison is also maintained with the District Design Sections by periodic visits by Headquarters personnel.

Structural Design

All structural typical cross sections, preliminary reports, materials reports, and special provisions are studied with the objective of achieving optimum results with available materials and in keeping with considerations of economy, sound construction practices, and future maintenance requirements. In terms of mileage, the structural sections reviewed during the 1958-59 fiscal year represent approximately 1,000 miles of two-lane roadway, exclusive of ramps and frontage roads.

Continuing studies were made of the service performance of various pavement types throughout the State. These observations provided valuable factual data for the establishment of design standards and related policies.

Techniques have been developed during the preliminary design stages to fit specific problems encountered on numerous projects. These include crowned subgrades and transverse trenches to facilitate drainage, variable lane pavement thicknesses to match traffic requirements and modification of materials specifications to provide for local conditions.

The Structural Section participated in numerous field reviews with representatives from the Districts and other Headquarters Departments pertaining to the design of foundation stabilization, embankment protection, slopes and drainage. Another joint participation was with the Reviewing Board for Standard Specifications. As a result many improvements in standards have been adopted.

As a part of a continuing program of observation, evaluation and improvement of structural design practices, more than 100 asphaltic pavements, constructed since 1950, were reviewed with regard to performance. This review, although not yet terminated, has resulted in 11 recommendations by the Reviewing Board to improve service life of pavements. Many of these recommendations have been incorporated into new specification requirements or design procedures.

Erosion Control and Roadside Development

Because of their specialized nature, plans, specifications and estimates for erosion control and landscaping projects continue to be prepared in the Headquarters Roadside Development Unit. During the fiscal year, plans and specifications for 38 such projects were completed.

All typical cross sections for proposed projects are referred to this unit for recommendation as to erosion control or preparatory planting items which should be included in the construction contract. It is generally more economical to include in the construction certain types of erosion control and such preparatory planting items as deep scarification, spreading topsoil, and installing water lines under roadways.

During the fiscal year, 55 construction projects (about double the number for the previous year) containing erosion control, preparatory landscape, or planting items valued at $631,443 were financed. In addition, 39 landscape or functional planting projects valued at $2,977,632 were financed, compared with six projects and $408,300 in 1957-58.

Following is a partial list of the items and quantities used on these projects.

2,957	tons straw
113,605	pounds seed
601	tons commercial fertilizer
190,726	assorted trees and shrubs furnished by the State
127,316	assorted trees and shrubs furnished by the Contractor
3,960,075	assorted ground cover plants and cuttings

TRAFFIC

Traffic Counts and Accident Studies

Motor vehicle travel on rural state highways for 1958, based on the annual and monthly traffic counts, was estimated to be 17 billion vehicle miles, slightly less than for 1957. This does not mean that there was less travel, but some formerly rural high-volume highways continue to be reclassified as urban because of expanding city limits. The average daily traffic on the rural system remained unchanged at 3,760 vehicles.

Traffic on the 640 miles of rural and urban full freeways in operation during 1958 averaged 36,500 vehicles per day. Highest volumes were again recorded on the Hollywood Freeway in Los Angeles. The average daily traffic for the section of this freeway west of the four-level structure was 200,000 vehicles, while the section of the Harbor Freeway immediately south of the four-level structure averaged 189,000 vehicles per day. The four-level structure in Los Angeles, the world's busiest intersection, carries a weekday volume of 324,000 vehicles.

The 1958 fatality rate on rural state highways, including rural freeways, was 7.86 persons killed per 100 million vehicle miles of travel. This is a decrease of 9 percent from last year's rate of 8.64, and marks the lowest rate ever recorded for California's Rural State Highway System.

Freeways, rural and urban combined, had a fatality rate of 2.83 for 1958, as compared with the 1957 rate of 3.62.

The study concerning the influence of median design on accident rates was completed. This study was based on 266 miles of divided highways with deterring and nontraversable types of median design and with a 1955 volume of 15,000 or more vehicles per day. Detailed analysis including all pertinent data were presented in a report entitled "Median Study 1958."

Geometric Standards and Traffic Service

Research was completed during the past fiscal year for the study on highway safety which was undertaken by this and other states in co-operation with

Overhead gore sign on US 40 (Interstate 80) west of Sacramento, showing the first use of the Interstate shield in California.

Channelization on US 99 on north outskirts of Redding.

the Bureau of Public Roads in accordance with Section 117 of the Federal Highway Act of 1956. The report, entitled "The Federal Role in Highway Safety," has since been made by the bureau.

Another study started last year and completed this year was one on on-ramps. This report, "Traffic Behavior and On-Ramp Design," was presented at the 38th annual meeting of the Highway Research Board in Washington, D.C. It contains a suggested standard entrance ramp design which is based on the observation of traffic for various trial ramp terminal designs, all at the same location.

A freeway capacity study in conjunction with the Bureau of Public Roads is under way at several locations, the field data for which is being obtained by Division of Highways personnel with bureau equipment. One of the main purposes of the study is to determine the effect of trucks on capacity on level, rolling and sustained grades.

All project reports and traffic reports submitted by the districts are reviewed in this section to determine the need and adequacy of the proposed improvements from a traffic service and safety standpoint.

As part of the overall appraisal of a highway location in relation to community values, potential land use, and traffic service, origin-destination surveys were made during the year at eight places throughout the State. These surveys are useful in evaluating the relative traffic service offered by alternative highway locations.

Traffic Signals and Illumination

During the 1958-59 fiscal year, there were 130 new traffic signal installations, and 70 existing signal systems were modernized. Of the new installations, 92 were of the traffic-actuated type and 38 were of the pretimed type. A total of 3,761 lighting standards and 305 illuminated traffic guide signs were installed. The total cost of electrical work was $7,968,817, an increase of about $1,000,000 over the previous year.

The standard specifications and plans which govern the design and construction of traffic signals, lighting and illuminated signs, were revised and brought up to date to include the latest equipment, materials, methods, and techniques.

A total of 246 traffic reports reporting on conditions at approximately 409 intersections were analyzed as to the need for the installation of traffic signals or safety lighting.

Research projects under way include: an electroluminescent highway directional sign, experimental fluorescent highway lighting units, illumination of pavement markings, two new types of mercury vapor luminaires, and a vehicle presence detector.

Traffic Regulation and Control

A statewide speed survey was conducted during October 1958 which included more than 46,000 individual observations of vehicular speeds under free-flowing conditions at 126 stations on all types of

highways, from two-lane rural roads to eight-lane freeways.

A comparison of the 1956 and 1958 observed speeds showed no significant change in speeds in the two surveys throughout most of the State with the exception that there was a general lowering of both average and critical speeds in 1958 on the two-lane roads in the southeasterly portion of the State.

The critical speed, also called the 85 percentile speed, is the speed at or below which 85 percent of the traffic is moving.

The 1958 speeds of passenger cars were found to be higher on rural freeways than on urban freeways, expressways or other highway types. The average and critical speeds for rural freeways were determined to be 56.4 and 63.9 miles per hour, respectively. Comparable speeds for expressways were 54.8 and 62.1 and for urban freeways 53.3 and 59.9 miles per hour, respectively. The speeds on roads other than freeways or expressways averaged 52.6 with the critical speed 59.5 miles per hour.

The article "Correlation of Geometric Design and Directional Signing" was revised and published to include interstate highway standards.

The joint research project commenced last year by the Automotive Safety Foundation for the Division of Highways, and for which the Institute of Transportation and Traffic Engineering of the University of California acted as consultants, was completed. A report entitled "Driver Needs in Freeway Signing" was published as a result of this study and has been given nationwide circulation. It presents certain basic principles believed to be fundamental to good signing practice, particularly at interchanges.

In conjunction with the Bridge Department, standard sign plans were developed for large ground-mounted signs to be installed under contract. These will be included with standard plans for overhead illuminated signs. Such standardization aids in keeping design, review and construction costs to a minimum.

In the interest of uniformity, green directional signs were adopted for use on all freeways to conform with those used on the Interstate System.

As traffic control measures, after investigation and study, the following actions were taken:

- Established, by order, 173 speed limit zones on 120 miles of state highway, and 50 other traffic regulating measures.
- Established 8 truck speed limit zones involving 15 miles of highway at various locations in the State, ranging from 20 miles per hour to 35 miles per hour. Revised one truck speed limit.
- Approved 117 city and county ordinances regulating traffic movement and parking on state highways.
- Approved requests for a total of 27,270 signs consisting of 5,774 warning signs, 7,198 regulatory signs, 11,762 guide signs and 2,536 construction and other miscellaneous signs.

Typical "next exit" sign to show destinations which cannot be accommodated on the primary exit sign.

PHOTOGRAMMETRY

The Photogrammetric Section combines two main functions; photogrammetry and the planning and design of specific projects.

Photogrammetric Activities

Photogrammetry as used by the Division of Highways consists of two general classes:

1. Aerial photography, which constitutes about 15 percent of photogrammetric costs, is used primarily in the planning stages of highway projects and as the initial step in preparing photogrammetric maps.

2. Photogrammetric contour mapping, made from aerial photographs by means of a stereoplotter in combination with field surveys, is used for the design of practically all highway projects requiring changes in alignment and grade.

Following is a resume of expenditures for photogrammetry during the fiscal year:

	No. of contracts	*Highway strip miles*	*Contract amount*
Contour mapping projects for design	42	482	$584,872
Contour mapping projects for reconnaissance	11	132	67,782
Aerial photography contracts	16		21,628
Aerial photography contracts (blanket)	6		69,834
Stereoplotter rental contracts	11		20,186
Total			$764,302

Map Checking

Photogrammetric maps, obtained under contract, are given an initial check by stereoplotters in Headquarters where three such instruments are now in operation. The plotter checking indicates possible errors in the contractor's work and enables the operator to outline questionable areas for field checking. This procedure eliminates the major part of field checking by pinpointing the doubtful areas. It is estimated that 330 highway miles of mapping were plotter checked, with a resultant savings to the State of $25,000 in overall checking costs.

Even more important than this saving is the fact that plotter checking provides a much more thorough evaluation of the mapping than is possible by random field checking. Such an evaluation provides information which is essential for: (1) determining the contractor's qualifications to bid on future work; and (2) investigating the sources of errors and developing methods of preventing them on future work.

Geodetic Distance Meter

This section also operates an electronic device for measuring distances by means of a light beam to accuracies heretofore unknown. This instrument is used statewide for establishing basic field survey stations at from two- to five-mile intervals along proposed highway routes.

The Division of Highways also entered into co-operative agreement with the U.S. Coast and Geodetic Survey for monumenting approximately 367 miles of interstate routes. On these projects the State measured the distances with the geodetic distance meter and the USC&GS measured the angles and made the calculations.

A resume of basic control surveys and expenditures therefor is as follows:

Interstate routes under co-operative agreement with USC&GS	367 miles
Other highway routes	525 miles
Cost per mile	$120
Estimated savings over conventional methods	$49,000

Project Design

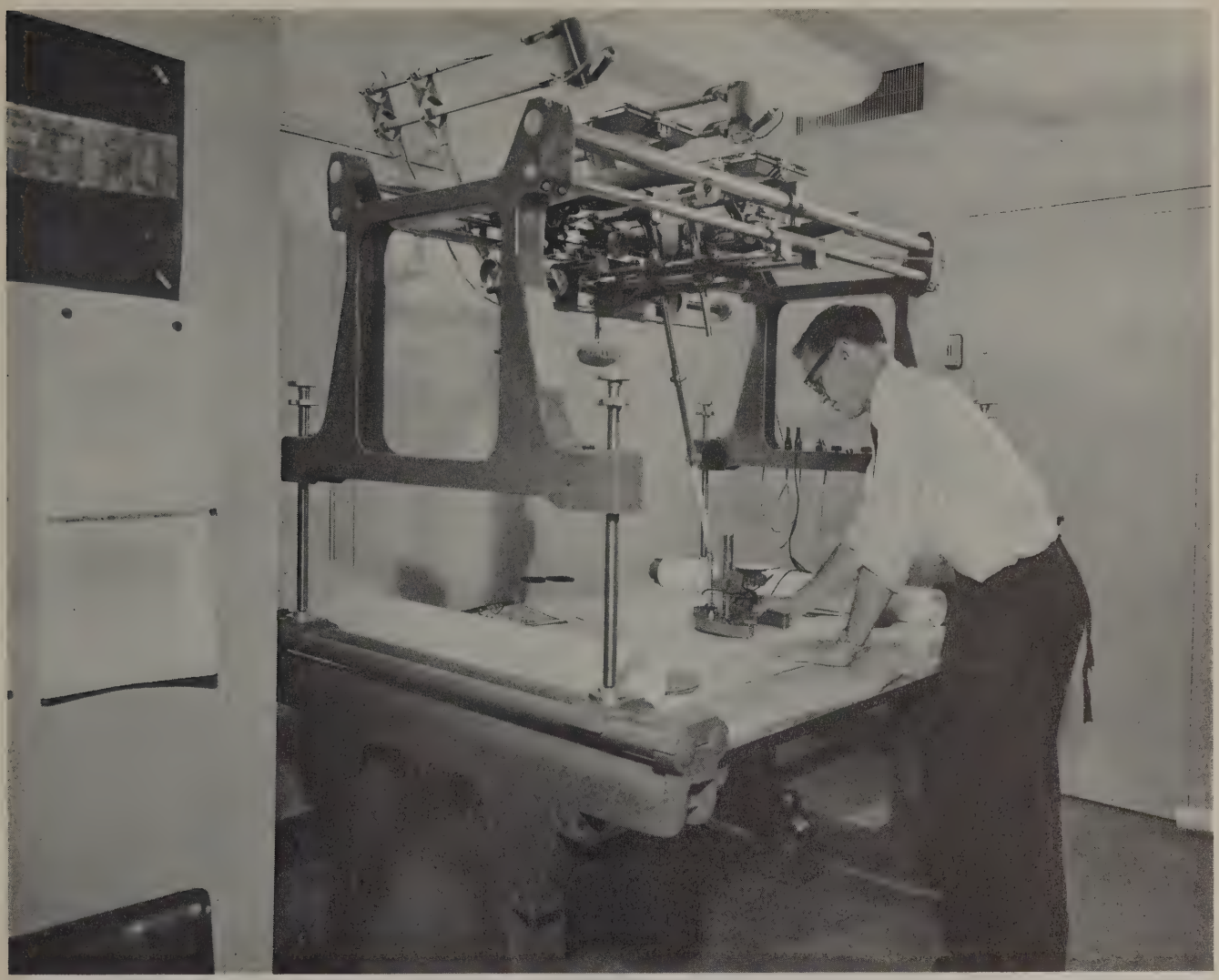
The project design unit of the Photogrammetric Section is a Headquarters task force assigned to the planning and design of specific projects as an aid to the districts in handling unusually large workloads. All phases of such work are developed in co-operation with the respective districts to assure consideration of all local factors.

The major project on which the task force has been engaged is the planning and design of the Westside Freeway between Wheeler Ridge, south of Bakersfield, and Stockton. Planning work on this section resulted in adoption by the California Highway Commission of an additional 204 miles on Routes 238 and 110 during the past year. Planning work is under way on Route 238 between Stockton and Sacramento. This unit has also carried out planning studies of access roads to Folsom Lake State Park for the Division of Beaches and Parks.

The design of Route 238 through Kern, Kings, Fresno, Merced and Stanislaus Counties has been assigned to the project design unit. Photogrammetric mapping at scales suitable for design was completed on three contracts during the year. Work was started on four more contracts which will complete all surveys for the 240-mile section from Wheeler Ridge to US 50 west of Tracy.

Improved Methods

Mapping and design work on the Westside Freeway have provided the Photogrammetric Section with an opportunity to develop and test improved methods



Stereoplotter in use in Photogrammetry Section.

in photogrammetric mapping and its application to highway design.

Probably the most important of these developments is the use of a specification limiting the mean error of the mapping to ± 0.2 ft. The need for this requirement was brought out by research on the accuracy of earthwork quantities obtained by photogrammetric methods. The mean error specification is a necessary supplement to National Map Accuracy Standards when large scale mapping is to be used for measuring earthwork quantities. The mapping contracts for the Westside Freeway represent the first use of this type of specification.

Another new technique which is resulting in major savings is the development of a method whereby the mapping contractor records cross-section notes directly on the map manuscripts at regular station intervals. As a result of an employee suggestion a method has been devised for key-punching this cross-section data directly from the map. This saves the time formerly required to copy the information and also eliminates copying errors. This method has also been adapted to taking digital data from contour maps. Time studies indicate that it saves approximately half of the time formerly required for this operation.

The accuracy of large scale photogrammetric mapping has also been improved by specifying premarking of photo control points and by requiring additional field control along the center of the mapping strip. These improved techniques which have been developed for the Westside Freeway mapping contracts are now used, wherever applicable, for all mapping obtained by the Division of Highways. Prices on recent contracts do not indicate any appreciable increase in mapping costs as a result of these improved specification requirements.

CALIFORNIA
FREEWAY & EXPRESSWAY
SYSTEM
PREPARED BY THE
STATE-WIDE HIGHWAY PLANNING SURVEY
DIVISION OF HIGHWAYS
DEPARTMENT OF PUBLIC WORKS
101
199
99
97
395
Crescent City
Yreka
Alturas
Eureka
Redding
ALT 40
395
40
Ukiah
50
395
Sacramento
Santa Rosa
Stockton
6
San Francisco
Oakland
Modesto
San Jose
Fresno
Monterey
91
466
Bakersfield
San Luis Obispo
Barstow
Santa Barbara
San Bernardino
Los Angeles
Riverside
Indio
Blythe
El Centro
San Diego
80
Scale in Miles
Freeway-Expressway System

HIGHWAY PLANNING SURVEY

The Planning Survey Department is divided into three units: (1) Collateral Engineering, (2) Statistical and Research, (3) Financial. Primarily these units are operating units and provide only limited staff service to the districts and headquarters. Projects assigned to the Highway Planning Survey usually involve projects covering more than one district or are statewide in nature; many of the studies are undertaken at the request of the U. S. Bureau of Public Roads. These studies originating within the division, when applicable, are financed partly by 1½ percent federal-aid allocations.

Attached to the Planning Survey is the Planning Library.

Within the Statistical and Research Studies Unit there is an Electronic Data Processing and Machine Methodology Section which provides data processing services for the Planning Survey and other departments within the Division of Highways as well as other divisions within the Department of Public Works.

Collateral Engineering Studies

The study aimed at developing a statewide system of freeways and expressways as required by Senate Concurrent Resolution 26, adopted by the 1957 Session of the California Legislature, was completed and was presented to the Joint Interim Committee on Highway Problems on September 2, 1958. The proposed 12,250-mile system which would carry 59 percent of the 1980 travel was selected without consideration of present jurisdiction.

This report, entitled "The California Freeway System," was in the form of a well-illustrated publication which explained the need for and the purpose of such a system. Maps of a general nature were included.

Enactment of Senate Bill No. 480 (Chapter 1062) by the 1959 Legislature created "The California Freeway and Expressway System" based on the SCR 26 study. The California Freeway and Expressway System consists of 12,414 miles of highway estimated to cost $10,370,000,000 over a period of 30 years and to be financed from existing sources of revenue.

Statistical and financial data were furnished to the Joint Interim Committee on Highway Problems for use in conjunction with work done under Senate Concurrent Resolution No. 134, 1957 Session, concerning California street, road, and highway problems.

This unit participated in an engineering analysis of not only SB 480 but also the numerous other route bills introduced in the 1957 Legislature.

The Federal-aid Highway Act of 1958 required that the Secretary of Commerce, in co-operation with the State Highway Departments and other federal agencies, carry out detailed studies on the Forest Highway System in California. With the co-operation of the several districts, headquarters, departments, Bureau of Public Roads, and the U.S. Forest Service, this unit of the Planning Survey has completed and forwarded to the Bureau of Public Roads a detailed study of the National Forest Highway System in California and the estimate of cost for improving the system to adequate standards for 1975 traffic.

In co-operation with other departments, this unit prepared exhibits and statistics for an application to the U.S. Bureau of Public Roads to expand the Federal Aid Primary System in California.

This unit includes the drafting section which prepared maps, plates, and exhibits for the Design and Advance Planning Departments and for studies and reports in connection with all phases of work of the Planning Survey.

Statistical Studies

During the 1958-59 fiscal year, the Electronic Computer Service was utilized to process approximately 1,320,000 traverse courses, 3,900 miles of earthwork quantity data, and 80,000 profile grade and superelevation hinge points.

A new earthwork computation program is now near completion which will automatically detect cut or fill conditions at cross section hinge points, and then automatically apply appropriate slope stake calculation data. It will also automatically apply horizontal and vertical roadbed shifts for balancing purposes without the necessity for special handling of intermediate data.

A revised traverse computation program has been released allowing rotation of bearings, curve alignment calculations, output of descriptive data, interdependency within the same traverse problem and between traverse and curve alignment problems, and interdependency regardless of the number of possible solutions.

A profile grade and grid program has also been introduced to all the districts. This program will combine profile grade data, superelevation data, and template data to compute roadbed template elevations.

The statistical data from the Vallejo Origin and Destination Study of 1958 have this year been utilized through multiple regression methods to obtain estimates of 1980 trip volumes for the Vallejo Freeway Study. The assignment of these data to the freeway alternates of the study has been completed.

Progress has been made during the year in developing trip routing information mechanically with the IBM 650 for use in freeway assignment studies.

Contact was made during the year with various counties to encourage the obtaining and reporting of traffic count data useful to both the counties and the State in long range planning programs.

In the annual truck weighing survey, truck characteristics such as weight, dimensions, and commodities carried were obtained, as well as origin and destination information.

Other regular statistical and data processing programs included work performed for the Accounting, Personnel, Construction, and Traffic Departments. Special projects included development of a Federal-aid Secondary Log and processing of a state employee transportation and hours of work survey for the director's office.

Financial Analysis

Three continuing studies have been carried on in co-operation with the Bureau of Public Roads: local road finance, highway investment and road life studies, and the Status of Highways and related mileage reports.

The local road finance report is an annual report of the receipts and disbursements of the cities, counties, and special districts for highway purposes.

The road life study is at present recording construction projects with accompanying diagrams showing date, type and location of each improvement on some 12,000 miles of rural state highways.

The effective date of the Status of Highways, Federal-aid Log, and related mileage reports was changed from June 30 to December 31 beginning December 31, 1958.

Planning Library

This unit maintains files of reference material such as official governmental (federal, state, county or city), quasi-official, and engineering association printed reports, manuals, standards, proceedings, and pamphlets, together with engineering periodicals. The material is available to all departments of the division.

Stevens Creek Road Interchange near San Jose, with Valley Fair shopping development at left. Freeway (State Sign Route 17) is shown curving northward toward San Jose and connection (now under contract) with the Bayshore Freeway to San Francisco and the Nimitz Freeway to Oakland. (Federal Aid project).

BRIDGES

The Bridge Department of the Division of Highways is under the administration of the Assistant State Highway Engineer—Bridges and is responsible for the design, construction and maintenance of all bridges and structures on the State Highway System. Also, as provided by law, the department assists other state agencies and local political subdivisions when requested.

A branch office of the Bridge Department is located in Los Angeles to maintain liaison with Highway Districts VII, VIII, IX and XI, make preliminary site surveys, and supervise construction and maintenance of structures within these districts. All other functions of the bridge department, including all design work, are handled in the Headquarters office in Sacramento.

For purposes of administration, the Bridge Department is divided into five sections. These are Planning, Operations, Special Studies, Office and Special Projects. Also under the administration of the Assistant State Highway Engineer—Bridges are the maintenance and operation of state-owned toll bridges.

The 1958-59 fiscal year state highway construction budget included $68,233,000 worth of structure work in 108 projects, a slight increase over the preceding year. Most of this was new construction, although a number of projects included widening or strengthening of existing structures. Miscellaneous projects including flood damage, federal aid secondary, maintenance and work for other agencies financed and let to contract during the 1958-59 fiscal year amounted to $5,167,000 for a grand total of approximately $73,400,000 for the fiscal year.

Inservice Training

At the end of the 1958-59 fiscal year approximately 100 Bridge Department employees were participating in the inservice training rotation program which was inaugurated in June of 1957 by the Division of Highways. This program is a two-year indoctrination program primarily designed for graduate civil engineers entering state service at the recruiting classification and, in the Bridge Department, consists of nine months of bridge construction experience, nine months of bridge design experience and a six-month period in some other phase of Bridge Department work. Generally, the program has been accepted by both employees and supervisors as an effective means of acquainting new employees with the organization, functions and operating methods of the department. The participating employees seem to welcome the opportunity for varied experience upon their introduction to the department and all evidence points to valuable returns in both efficiency and morale.

More than 200 employees are taking the bridge design course being administered by the Design Section. This course is planned to cover a different phase of bridge design each month for 14 months and is being conducted as a correspondence course entirely on the employees' own time. Several years ago a similar course was given in the Sacramento office as a series of lectures. This proved valuable and effective for office personnel, but did not reach field personnel. Office and field personnel have equal opportunity to participate in the correspondence course.

A series of one-day meetings of Bridge Department resident engineers was held in local areas throughout the State to permit field personnel to assemble for group discussion of problems of bridge construction and contract administration. These meetings have been valuable in keeping field personnel up to date on new methods and procedures and, together with monthly meetings of construction supervisors, aid toward uniform standards and practices on all projects.

Lectures, moving pictures and filmstrips have been used both in the Sacramento and Los Angeles offices and at field personnel meetings to acquaint employees with the functions of other sections of the Bridge Department as well as to inform them of advancements in bridge engineering.

Aerial view of downtown San Francisco, with Embarcadero Freeway in the background and James Lick (Bayshore) Freeway curving south in background. (Federal Aid project).

Completed bridges to carry the Santa Monica Freeway over the Los Angeles River and adjacent railroad tracks, as a part of the Los Angeles downtown freeway loop. Construction is underway (background) on the East Los Angeles Interchange which will interconnect the Santa Monica, Golden State, Santa Ana and proposed Pomona Freeways. (Photo of model on page 82). (Federal Aid Interstate project).

BRIDGE PLANNING

Advance Planning

The Advance Planning Section's principal responsibility of expediting all phases of bridge planning to assure completion of plans, specifications and estimates to meet construction schedules has become increasingly important as the work tempo increases. The Bridge Department has aimed to complete the design of all budgeted structures by the beginning of the budget year. It substantially reached this goal by finishing 91 percent of the 1958-59 fiscal year work by July 1, 1958. During the 1958-59 fiscal year plans were completed for 75 percent of the 1959-60 fiscal year budgeted program even though this program was more than double the size of the previous year's program. The total value of bridges designed was $1\frac{3}{4}$ times that of the previous year's work.

During the fiscal year the section reviewed approximately 126 district project reports and 73 supplemental reports. 477 Bridge preliminary reports representing about $125,000,000 of contract work were prepared for design.

A special project of this section consisted of preparing data for use in the navigation clearance study being conducted by the United States Army Corps of Engineers for the Sacramento River between Junction Point and Chico Landing. The Division of Highways proposes to construct seven bridges across the river within these limits in the next 20 years. Investigations were made of both the existing and proposed state highway bridges. Structural requirements and cost data were prepared for all proposed crossings for various clearances above the flood plane.

Design

The Design Section completed plans, specifications and estimates during the past fiscal year for 310 regularly budgeted structures with an estimated construction cost of $110,000,000, and for 116 structures with an estimated cost of $22,500,000 proposed for future state highway budgets. Plans, specifications and estimates were prepared, all or in part, for 35 structures on the Federal Aid Secondary System with an estimated construction cost of about $3,500,000.

In addition, plans, specifications and estimates were prepared for about $26,000,000 worth of work on 24 structures in flood damage, paint, repair and bond-financed projects. These last figures include preparation of plans for the Benicia-Martinez Bridge. The grand total of estimated construction cost of all projects for which plans, specifications and estimates were completed during the 1958-59 fiscal year was $162,000,000.

Bridge Department artist's drawing of a cutaway section of the Webster Street Tube now under construction between Oakland and Alameda. The tube will have an all-tiled interior and a 24-foot roadway, with continuous fluorescent lighting.

The largest single project designed during the year, as well as the most unusual, was the Webster Street Tube to be built under the Oakland Estuary between Alameda and Oakland. The estimated cost of this tube is about $20,000,000 including about $1,000,000 for ventilating equipment. The proposed tube will be located one block west of the existing Posey Tube and, when completed, will be operated as a couplet with the Posey Tube to carry two lanes of one-way traffic in each tube. The Webster Street Tube will be made up of segments 200 feet long, prefabricated in a dry dock, floated to the site and lowered into position in a prepared trench.

Also in the Bay area, plans were prepared for the first unit of the MacArthur Freeway. The entire project, consisting of three units having a total cost of approximately $12,000,000 will extend for two miles from the Distribution Structure at the east end of the San Francisco-Oakland Bay Bridge Approach through the heart of Oakland.

In the northern part of the State, the most interesting project designed was the bridge across Whiskey Creek in Shasta County with an estimated cost of approximately $1,400,000. This bridge is part of the proposed relocation of US 299 between Redding and Eureka around the Whiskeytown Reservoir. Because the bridge will cross a portion of the future lake the piers, which are more than 150 feet high, are to be constructed for an ultimate four-lane width. The ini-

tial superstructure will provide for two lanes of traffic. This structure has a main span 350 feet long which is the longest steel plate girder span designed by the State Division of Highways. The girders will be 12 feet deep and are to be fabricated by welding. There will be 1,650,000 pounds of structural steel in the girders, of which 1,200,000 pounds will be high strength alloy steel.

In the Los Angeles area, plans were completed for an $8,200,000 unit of the Santa Monica Freeway Viaduct between Main Street and Hooper Avenue. The portion of this viaduct for which plans are complete now totals about $22,000,000 of an estimated $37,000,000 total. Another large project in Los Angeles is the unit of the Golden State Freeway between Pasadena Avenue and Arnold Street. This unit consists of eight structures with an estimated cost of about $8,000,000.

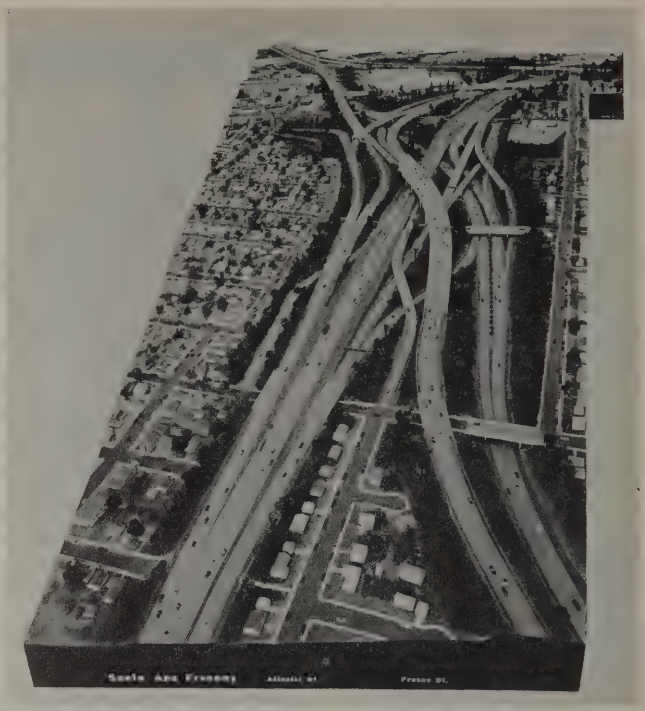
Design was completed for the new bridge across the Yolo Bypass, west of Sacramento, on US 40. This project, estimated at $7,000,000, will consist of parallel bridges each 40 feet wide. There will be two east channel bridges having a length of 8,800 feet each and two west channel bridges having a length of 2,200 feet each for a total bridge length of 22,000 feet or more than four miles. This project is not budgeted for construction, but is an example of the Bridge Department's effort to prepare plans well in advance of construction.

Architectural Bridge Design

The Bridge Architectural Section reviews bridge and viaduct designs for aesthetic features. Perspective drawings, photographic retouches and scale models are prepared to aid designers in visualizing overall appearance or special features needing clarification. During the past fiscal year, approximately 30 photographic retouches, 20 color renderings and numerous charts and posters were made. In addition to aiding designers nearly all of the work done was used in public hearings and official news releases.

A major project was the construction of a large-scale working model of the joint connection system to be used to connect segments of the Webster Street Tube. The model permitted study of the feasibility of the proposed connection under actual construction conditions. This model was accompanied by renderings and illustrations showing possible tube construction sequence. Architectural design, plans and cost estimates were completed for the tube portal buildings.

Other model construction consisted of an architectural study of a pedestrian overcrossing showing a newly developed cross section giving a much lighter appearance to the structure, and two typical viaduct sections made entirely of rubber for a study of bending and relative stiffness conditions in two different types of footings.



This model of the East Los Angeles Interchange was constructed by the Bridge Department as an aid to design and construction of the project (compare with photo on page 80).

Nearing completion is a scale model measuring 4 feet x 8 feet of a four-level structure and a three-level structure in the proposed US 101, US 395 and State Sign Route 94 Interchange in the City of San Diego. Normally models are built from predetermined contours; however, in this case contours around the four-level structure were formed on the model to give a more open and better appearance to the structure. To aid the designers in plotting the contours for the contract plans a simulated aerial photography flight was made over the model. A camera track was constructed over the model and stereographic aerial photos were taken by the Aerial Surveys Section. These photos were then placed in a photogrammetric plotter, resulting in an excellent contour map. The contours were then incorporated in the design plans.

The section co-operated with the Materials and Research Laboratory in development of a new color for painting steel bridges. This color is a light irridescent green which will reflect and harmonize with the coloring of any setting in the State. The paint is presently undergoing weathering tests.

Photographs of our finest looking steel structures completed in 1958 were submitted for entry in the annual American Institute of Steel Construction Prize Bridge Competition. First honorable mention in "Class II-Bridges Costing Over $500,000" went to the Trinity River Bridge at Hoopa. In "Class III-Bridges Costing Less Than $500,000," honorable mention was awarded to a bridge across Putah Creek.

Stainless steel plaques signifying these honors will be mounted on the railing end posts of the respective bridges.

Foundation Investigations

During the past year the Foundation Investigations Section acquired a pile load test beam capable of transmitting 300-ton loads to piles. This equipment was used for making vertical and horizontal load tests on 16-inch and 36-inch cast-in-drilled-hole concrete piles which were equipped with strain gauges for recording both tensile and compressive stresses within the pile; Ames dials also were used to record the deflection by mechanical means. The information obtained from these tests was used in the design of the substructure for the Santa Monica Freeway Viaduct in Los Angeles, resulting in a large monetary saving. Future projects using large diameter cast-in-drilled-hole concrete piles also will benefit.

New developments in electronic devices are being reviewed in an effort to find a machine or device which is sufficiently sensitive and versatile to record the required foundation information for a variety of soil conditions supporting structures on spread footings or piles. A research and evaluation project is also under way in an attempt to establish better correlation between soil test data and actual pile driving conditions as determined in the field.

Bridge Construction Costs

As measured by the California Bridge Department Construction Cost Index (1939-40 = 100) bridge construction costs were 3 percent lower during the 1958-59 fiscal year than they were during the 1957-58 fiscal year. The average annual index values for the two successive fiscal years were 269 and 261 respectively. The reduction in construction costs reflects the effects of the general economic recession which began in the latter part of 1957 and continued through 1958. Prices at the close of the 1958-59 fiscal year began to show a reversal of the downward trend.

The new "piggyback bridge" carrying the Southern Pacific railroad tracks over US 40 at Auburn. The steel supporting structure was designed by the Bridge Department to carry the railroad across the recently widened highway without a center pier. The work was carried out without interrupting train service.

New bridge over the East Fork of the Russian River in Mendocino County, part of the relocation of State Sign Route 20 in connection with the Coyote Dam east of Ukiah.

Eldridge Avenue pedestrian overcrossing on the Nimitz Freeway in Hayward, Alameda County. The screen prevents the throwing of debris onto the highway.

BRIDGE OPERATIONS

During the 1958-59 fiscal year 87 bridge contracts were completed at a total construction cost of approximately $51,775,000 including approximately $6,765,000 in road work. In the same period approximately $45,525,000 worth of structure work was completed in 91 district contracts. The total amount of work completed during the fiscal year and administered or supervised by the Bridge Department amounted to approximately $97,300,000 on 178 projects and involved more than 440 individual structures. This is an average of nearly two structures completed for each working day in the year, and compares with 365 structures in the preceding year. At the end of the fiscal year bridge construction under way on uncompleted contracts amounted to $102,537,000 in 123 going contracts. Of this amount $30,168,000 worth of work was financed from the 1957-58 fiscal year, $51,145,000 from the 1958-59 fiscal year and $16,802,000 from the 1959-60 fiscal year. $4,422,000 worth of work was financed from other state funds or was work being performed on Federal-aid Secondary projects or for other state agencies.

Perhaps the most spectacular of the structures completed during the fiscal year is the Carquinez Bridge. In addition to the construction of a separate parallel four-lane structure, the existing structure was modified to permit a more rapid flow of traffic and structure connections to the freeway were constructed at the south end. A more detailed report on the construction of the bridge will be found beginning on page 93.

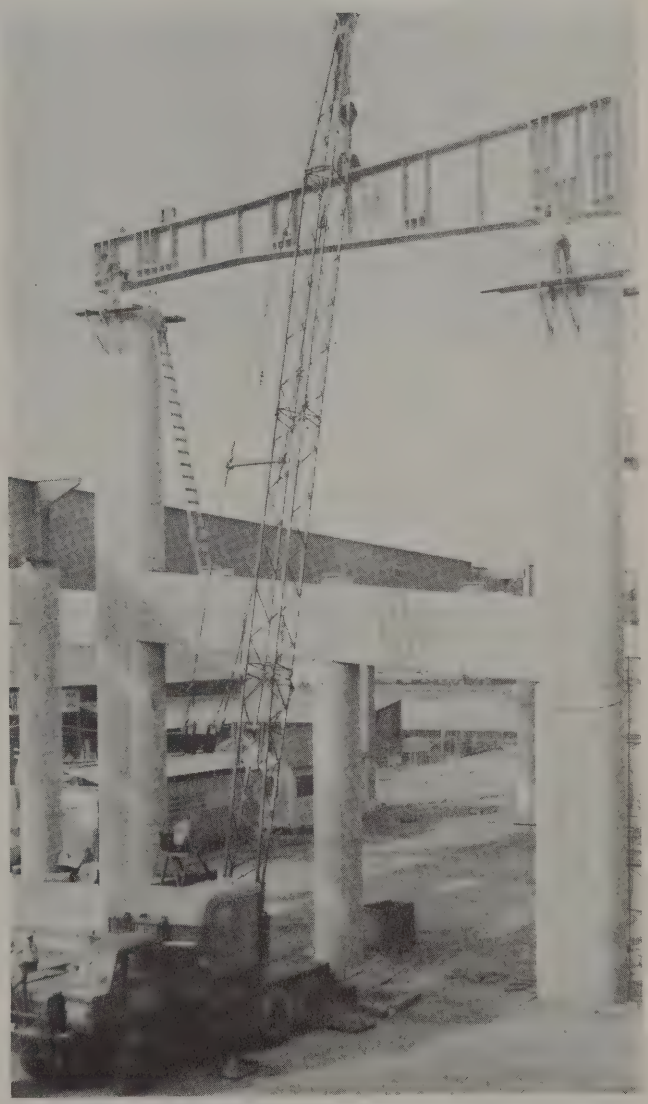
Metropolitan Area Freeway Structures

In San Francisco construction was completed on the Embarcadero Viaduct which is a multilane two-level separation along the Embarcadero between Howard Street and Broadway. Final construction cost was approximately $6,210,000. The Central Viaduct is another large project which was completed in San Francisco. This viaduct begins near South Van Ness Avenue and Howard Street as a multilane, two-way, one-level structure and then by transition reaches and crosses Market Street as a two-level separation. At present the two-level portion is stub-ended near McAllister Street with an on-ramp for Turk Street. There is an off-ramp to Fell Street and an on-ramp from Oak Street. Final construction cost was approximately $7,000,000.

The major East Bay construction completed during the fiscal year is the project between Fallon Street and Market Street in Oakland. This bridge work consisted, in general, of constructing a highway viaduct and ramp facilities. Construction cost was approximately $4,360,000.

On the many freeways in the Los Angeles area 76 structures were completed and more than 150 additional structures were under construction at the end of the fiscal year. In the San Bernardino-Riverside area 25 structures were completed and 31 were under construction. Six structures were completed between Victorville and Barstow. Eighteen structures were completed and 15 were under construction on San Diego area freeways.

Work was started on the new bridge over the Colorado River between Blythe in California and Ehrenberg in Arizona. This structure is on an interstate highway and is being financed by federal aid funds and funds from both California and Arizona.



Pier cap being placed for the Los Angeles River Bridge and Overhead on the Santa Monica Freeway (aerial view of completed bridge on page 80).

View of the lift span tower and control house at Pier 5 of the new Rio Vista Bridge over the lower Sacramento River.

Rio Vista Bridge

One of the most interesting projects under way during the fiscal year was construction of a new bridge across the Sacramento River at Rio Vista. This bridge when completed will include a vertical lift span 306 feet long providing a vertical clearance over flood plane of 135 feet and a clear channel width of 270 feet. The new bridge will be parallel to and 60 feet upstream from the old bridge which included a double leaf bascule span over the navigation channel. In 1946 seven easterly spans of the new bridge were constructed on the new alignment and a crossover was built to connect the new portion with the section of the old bridge which remained in place across the present channel. The contract which is now underway includes the completion of the new bridge and involves construction of the lift span over the new channel, approaches on the west end and removal of the old bridge.

Construction of the superstructure for the new bridge involves a rather unique problem in handling traffic. The United States Corps of Engineers in their study for the Sacramento Deep Water Channel located a new navigation channel 575 feet easterly toward midstream from the old navigation channel. This offset between the old and new channels posed a problem in handling both highway and river traffic without interruption during the construction period. The sequence of operations is as follows: first, construct the towers, piers, lift span and other trusses except the truss section over the old navigation channel. Then construct a second crossover from the new bridge to the old bridge. The second step is to route highway traffic over the new lift span, thence over the new crossover to the old bridge and remove the old crossovers. The third step will be to reroute river traffic to the new channel, close the existing bascule span and complete the work on the new truss span over the old navigation channel. The fourth, and final, step will be to route highway traffic over the new bridge and remove the second crossover and the remaining portions of the old bridge.

This project is being constructed under two separate contracts, one for the substructure and one for the superstructure. At the end of the fiscal year the substructure contract had been completed and the superstructure contract was well under way.

Federal Aid Secondary Bridges

The Bridge Department through its assigned representatives continued to assist and advise the counties in all bridge matters relating to the county road portion of the federal aid secondary road program.

During the past fiscal year, bids were received for 21 federal aid secondary projects for 29 bridges with a contract cost of $2,715,000. Included in the above were three federal emergency relief projects for six bridges with a contract cost of $208,000. In addition, bids were received on 14 bridges and one railroad overhead in 11 road projects at a total structure cost of $880,000. This construction work was carried on in 26 different counties under the general supervision of state engineers. The county engineering staffs designed and prepared plans for 23 of these projects and furnished the construction engineering on 25 projects.

Piers under construction for the Truckee River Bridge near Boca on US 40.

Bridge across the Cosumnes River on Latrobe Road between Amador and El Dorado Counties. Constructed under the FAS program.

Under the State Budget Act of 1958 repair or reconstruction of 12 flood damaged bridges in eight counties at a cost of approximately $600,000 was either under way or completed during the fiscal year. County engineering staffs designed and supervised the construction of all of these projects with the aid and advice of state engineers.

Bridge Maintenance

Periodic field investigations were made of the 6,269 bridges on the State Highway System by the Bridge Maintenance Section in order to fulfill their responsibility for keeping these bridges safe and serviceable. Reports and plans were prepared for needed repairs and minor improvements. Capacity ratings for all structures were reviewed and kept up to date and the replacement of structurally critical bridges was scheduled. Bridge maintenance work and repairs, not including painting, cost approximately $360,000 during the 1958-59 fiscal year. Additional work in the nature of minor improvements, together with major repairs financed from construction funds, was performed at a cost of $310,000.

At the request of the Division of Beaches and Parks plans were prepared for repairing a badly deteriorated concrete pleasure pier in the Manhattan Beach State Park. The contract for this work is under way and is being handled by the Bridge Department. The cost of the repairs will amount to $230,000.

On December 31, 1958, an oceangoing vessel outbound from the port of Stockton strayed from the regular ship channel due to a heavy fog and struck one of the piers of the bridge across the San Joaquin River at Antioch. The deck trusses supported by the pier were pushed one foot out of line and the steel pier towers supporting the trusses were so severely damaged that the bridge was closed to highway traffic. An emergency contract was let immediately for placing temporary supports to take the place of the damaged pier. Upon completion of this work, which took 25 days, traffic was allowed to use the bridge. Permanent repairs then were made to the damaged pier under a second contract. The total cost of both the temporary supports and the permanent repairs amounted to $110,000. The Legal Division has commenced an admiralty action in the federal district court against the steamship *Kaimana* for recovery of the cost of temporary and permanent repairs to the bridge.

Engineering investigations were made as required by law and upon the request of the proper local authorities on 177 city and county bridges for the purpose of establishing safe load carrying capacity of the structures. Twelve public hearings were held to post 15 of these bridges for reduced load or speed.

New construction made possible the dropping from the posted bridge list of one structure with a load posting and six bridges with speed postings. On June 30, 1959, there were eight structures on state highways posted for reduced loads and 42 for restricted speeds.

The accompanying list of bridges includes all structures on the State Highway System, including the San Francisco Bay Bridge and the Carquinez Bridge but not the Richmond-San Rafael Bridge. Structures having assorted types and lengths of spans are shown by number and length on the basis of the main span, but areas have been segregated and appear under the various type headings. Areas of bridges are based upon the clear width of roadway between curbs plus the clear sidewalk width. (List on page 89).

Bridge Maintenance Painting

During the past fiscal year six maintenance painting contracts were awarded with a total expenditure of $275,000. The painting of the San Luis Rey River Bridge near San Diego at a cost of $170,000 is the largest maintenance painting contract ever awarded by the Division of Highways.

In addition to the maintenance painting, 50 new steel bridges were painted under going construction contracts. These structures had a total painted area of 3,954,000 square feet, including 1,900,000 square feet for the new Carquinez Bridge superstructure.

The study of various paint systems is being continued. Experimental work included the application of four different paint systems on the Leffingwell Creek Bridge on the Monterey coast. Efforts to achieve longer life in our paint systems by specifying minimum coat thicknesses, use of better materials and techniques, and careful inspection are meeting with success. Where paint systems in some instances formerly broke down in as little as three to four years in the more corrosive areas, they are now lasting five to seven years.

SPECIAL STUDIES

The Special Studies Section performs engineering service on problems that are not included in the established procedure for bridge production. A library is maintained for reference and permanent maintenance of engineering data covering the fields of bridge design, construction, hydraulics and hydrology. Studies of a continuing nature are conducted in co-operation with other interested and regulatory agencies.

Both independent and co-operative studies were conducted in the fields of hydrology, hydraulics, drainage, bridge pier scour, and bank protection. Technical information for legal actions was provided for the Division of Contracts and Rights of Way.

A study was completed of the riding qualities of bridge approaches on freeways in the Los Angeles area. The study included recommendations for construction methods to obtain smooth riding approaches.

Co-operative Studies

The section continued participation in the activities of the American Geophysical Union, the International Association for Hydraulic Research, the International Society of Soil Mechanics and Foundation Engineering, and the Highway Research Board Standing Committee on Surface Drainage of Highways.

A member of the section continued to represent the Division of Highways on the Interagency Committee on Land Subsidence in the San Joaquin Valley. Its comprehensive progress report was published in December, 1958, and copies were furnished to each highway district as well as staff engineers engaged in design of the proposed West Side Freeway.

In June 1959, arrangements were completed for a 1,000-foot boring for subsidence and groundwater observations in the Santa Clara Valley. This boring is to be made in an unoccupied space of the Route 68/113 Interchange north of the City of San Jose.

A member of the section continued to serve as chairman of the Task Committee for Palisades Landslide Study in co-operation with the Cities of Los Angeles and Santa Monica and the County of Los Angeles. Underground explorations by a consulting engineering firm to obtain data for use in study of the slide area have been completed.

A section representative participated in meetings of the Pipe Line Division of the American Society of Civil Engineers to develop standards for pipeline crossings of highways. Since March 1959, he also has served as chairman of a parallel committee on pipeline crossings of the Highway Division of the American Society of Civil Engineers.

A study was made in conjunction with District IV to determine the effect of the so-called "open water fill" across Guadalupe Lagoon, on the western side of San Francisco Bay, on the flow of water to and from the lagoon. The study was concerned with tidal flow through culverts and pollution in the lagoon. Data were analyzed by use of an electronic computer.

The section furnished data and made recommendations for design of bank protection for a bridge on Route 90 over Cache Creek, the Gianelli Bridge on Route 47 over the Sacramento River, the Dry Creek Bridge on Route 34 and Clear Creek on Route 7. Bank protection and scour studies also were made on East Sand Slough near Red Bluff and Greenlaw Creek north of Dyerville in Humboldt County.

The Special Studies Section is represented on the Division's Joint Bank Protection Committee which continued a survey of performance of existing facilities and made recommendations for new construction and revisions of standard specifications. Hydraulic requirements for design of waterway and bank protection were studied for various stream crossings, usually in co-operation with district and other offices of the Division of Highways.

A co-operative study was made with District IV involving a model test at the University of California to aid in the design of channel appurtenances for controlling the flow in Los Gatos Creek in Santa Clara County.

BRIDGES ON THE STATE HIGHWAY SYSTEM SEGREGATED AS TO NUMBER, LENGTH AND AREA BY STRUCTURE TYPE

(As of June 30, 1959)

Structure Type	Number 1959	Number 1958	Length (feet) 1959	Area (square feet) 1959
Concrete arch	248	255	41,565	953,112
Concrete girder	1,549	1,441	315,659	17,920,813
Concrete slab	2,185	2,101	129,821	5,249,945
Masonry arch	32	34	950	21,403
Subtotal concrete and masonry	4,014	3,831	487,995	24,145,273
Steel arch	5	5	1,708	26,760
Steel plate girder	279	223	151,184	5,139,232
Steel stringer	294	295	64,780	3,710,089
Steel deck truss	29	31	23,610	1,181,863
Steel pony truss	38	38	13,992	195,325
Steel through truss	70	73	114,709	1,544,319
Suspension	2	2	15,097	884,145
CMP multiplate and arch	63	62	1,294	43,969
Subtotal steel	780	729	386,374	12,725,702
Timber arch	3	4	859	6,352
Timber stringer	676	716	49,550	2,379,687
Timber deck truss	11	12	2,875	39,429
Timber pony truss	3	3	376	5,802
Timber through truss	1	1	79	1,722
Subtotal timber	694	736	53,739	2,432,992
Total bridges	5,488	5,296	928,108 (175 miles)	39,303,969 (902 acres)
Underpasses	182	174		
Overheads*	201	186		
Combined bridge and overheads*	38	38		
State highway separations*	196	167		
Road undercrossings*	660	565		
Road overcrossings	487	418		
Pedestrian undercrossings*	151	142		
Pedestrian overcrossings*	64	57		
Cattlepasses*	74	77		
Tunnels	21	21	14,749	
Retaining walls	7	7	5,257	
Miscellaneous	20	22	1,630	2,454
Total structures	6,269	5,995	949,744	39,316,423
Drainage pumping plants	171	156		
Railroad grade crossings	755	771		

* Separations so noted are listed under structure type above.
NOTES: One underpass, 17 overheads, one tunnel, and one bridge and overhead also serve as state highway separations, and one tunnel serves as both an underpass and a state highway separation.

Culvert and Hydrological Studies

An economic study of culvert pipe based on contract prices throughout the State was extended to include current data. Cost data were evaluated by use of the electronic computer.

Another culvert study of interest is in Dublin Canyon east of Castro Valley where the road follows along the bottom of a canyon which formerly carried Palomares Creek. The creek now is carried in a reinforced concrete pipe culvert approximately 6,000 feet long. About one-quarter of the length of the pipe is 78 inches in diameter and the remainder is 84 inches in diameter. The height of fill over the top of the pipe varies from practically nothing to 36 feet. Observations are being made on settlement of the culvert and indications of overstress in the pipe walls. Evaluation of these observations may lead to changes in criteria for the structural design of reinforced concrete pipe.

The section participated in field reconnaissance and hydrological studies to determine design recommendations for flow in channels requiring bridges and a runoff coefficient for use in estimating flow from areas to be drained by culverts at an interchange on the proposed Westside Freeway on the west side of the San Joaquin Valley. Extensive hydraulic study was made of the effect of required highway interchange structures east of Red Bluff on the flow in the Sacramento River and overflow channels. These studies were discussed with other interested agencies.

BRIDGE OFFICE ENGINEERING

Bridge Office Engineering includes the administration and management of the various service units in the Bridge Department such as accounting, supply, equipment, files, mail handling and distribution, and maintenance and preparation of various records and reports The Office Engineer also acts as personnel officer for the Bridge Department.

A major function of this section is the negotiation and preparation of maintenance and construction agreements with the various railroads in connection with the construction of railroad grade crossings and grade separations.

Railroad Grade Separations—State Highway System

At the beginning of the 1958-59 fiscal year construction was under way on 38 railroad grade separation structures of which 29 were overheads, 8 were underpasses and 1 involved the addition of a sidewalk to an existing overhead. Twenty-four railroad grade separation structures and the sidewalk addition project were completed during the fiscal year. Railroads contributed a total of $160,493 as their share of eight of the completed structures.

During the fiscal year contracts were awarded for 36 additional railroad grade separations of which two were completed during the year. Total railroad grade separation structures under construction as of June 30, 1959, was 47. Railroads contributed to the construction costs of eight separation structures for which construction contracts were awarded during the fiscal year. For five of these structures the railroads will make lump sum contributions totaling $704,420. For two of the structures the railroad contributed 10 percent, estimated at $44,000, of the additional cost of the separation structure due to the presence of the railroad. At one structure the railroad contributed in the form of decreasing its facilities. Cities or counties contributed to the cost of seven structures.

One contract awarded during the fiscal year included a railroad grade separation structure on a federal aid secondary road.

Contracts also were awarded for painting two railroad overheads and repairing one railroad overhead. The repair project was completed and one contract awarded during the previous fiscal year for painting an overhead was completed.

Railroad Grade Separations—Local Roads and Streets

Pursuant to statutes which became effective on September 11, 1957, the Public Utilities Commission issued a priority list containing 22 proposed separation structure projects for the elimination of railroad grade crossings on county roads and city streets. The new statutes provide that, commencing with the 1958-59 fiscal year, $5,000,000 annually shall be set aside by the Highway Commission for allocation to such local agencies for one-half of the cost of such separation projects after deducting the railroad contribution. As of June 30, 1959, allocations had been made by the Highway Commission from 1958-59 fiscal year funds for nine of the 22 projects on the PUC list.

On December 31, 1958, the PUC issued a second priority list containing 19 projects. As of June 30, 1959, the Highway Commission had allocated funds for four of these 19 projects from the 1959-60 fiscal year budget. Additional allocations were expected prior to October 1, 1959, the date on which the Highway Commission is permitted by statute to revert any unallocated balance of the $5,000,000.

Railroad Grade Crossings

The Bridge Department maintains records of all railroad grade crossings on the state highway system. These records include the current protection provided at the crossings as well as traffic accident records.

During the 1958-59 fiscal year work was started, underway or completed on 115 highway construction projects requiring negotiations with railroads in connection with right of way encroachments, installation of additional automatic protection, or construction, alteration or abandonment of grade crossings. Negotiations were in progress for 29 additional projects upon which construction had not yet been started. Included in the above were completion of upgrading of protection at 26 grade crossings at an estimated cost of $144,000 to the State and $47,000 to the railroads. Also included were 14 projects for upgrading protection at grade crossings for which negotiations were in progress but which had not yet reached the construction stage.

On Federal Aid Secondary routes alterations were made at 16 locations. At four locations standard No.

Plate girder erection at the Huasna River Bridge on State Sign Route 166 east of Santa Maria, in connection with highway relocation due to construction of Twitchell Dam.

8 flashing light signals were installed and at one new crossing two cantilever No. 8 flashing light signals were installed.

In addition to the grade crossing work, negotiations with railroads involved longitudinal encroachments on railroad property or within two feet of the rails at 44 locations. Placing of conduit under railroad tracks was involved at five locations.

Following is a tabulation of the State Highway Grade Crossings as of June 30, 1959:

Railroad Grade Crossings on State Highway	*As of June 30, 1958*	*Net Decrease 1958-59 Fiscal Year*	*As of June 30, 1959*
Main and branch lines	571	7	564
Spur and other tracks	200	9	191
Totals	771	16	755

Following is a tabulation of protection provided at State highway grade crossings:

Type of Protection	*As of June 30, 1958*	*Net increase during year*	*Net decrease during year*	*As of June 30, 1959*
Flashing lights and automatic gates	23	4	0	27
Flashing lights	253	14	0	267
Wigwags	120	0	13	107
Traffic lights at intersections of road and railroad with highway	35	0	1	34
Total automatic protection	431	18	14	435
Manual gates	4	0	0	4
Flagmen	7	0	2	5
Crossings having fixed signs, nonreflectorized	270	0	20	250
Crossings having fixed signs, reflectorized	46	0	0	46
Crossings without signs of record	13	2	0	15

The agreement regarding apportionment of costs for grade crossing alterations which was reported in

the Fifth Annual Report is still being used to accelerate negotiations and early agreements regarding apportionment of the expense incident to constructing, altering or improving railroad grade crossings.

Other Negotiations

This section also handles applications to the State Reclamation Board for reconstruction of existing structures and construction of new structures in accordance with the provisions of the Reclamation Board Act. During the fiscal year, eight such applications were made and the orders received from the Reclamation Board.

In conformance with United State Corps of Engineers regulations relating to structures over or under navigable waters, the section handled nine applications for reconstruction or construction of highway structures during the fiscal year.

The section negotiated the agreement between the States of Arizona and California under which the bridge across the Colorado River between Blythe in California and Ehrenberg in Arizona is now under construction.

Aerial view of the completed Carquinez Bridge, looking north. Crockett Interchange in foreground. (Another view on page 113).

SPECIAL PROJECTS

Carquinez Bridge

The new parallel Carquinez Bridge was opened to traffic at 1 p.m. on November 25, 1958, and the old Carquinez Bridge was closed to permit making the new connections, in addition to widening and resurfacing the bridge roadway. The old structure, with its new connections, was reopened to traffic at 1 p.m. on April 29, 1959.

In all, there were 15 contracts for the construction work on the Carquinez Toll Bridge project. These contracts have all been completed except one small contract involving the relocation and regrading of streets in the town of Crockett. This work was made necessary by an earth slide at the north end of the "Big Cut" and was expected to be completed in August 1959.

Following is a list of the contracts:

Contract No.	*Description*	*Cost*
56–4CBC1	2.9 miles freeway approach Contra Costa County	$7,390,862.88
58–4CBC2	Freeway traffic signs	60,730.63
59–4CBC3	Street relocation in Crockett	114,390.79
56–10CBC1	1.25 miles freeway approach Solano County	1,879,520.63
58–10CBC2	Functional planting	15,348.46
59–10CBC3	Slide removal	25,550.19
59–10CBC4	Horizontal drains	2,247.92
56–14CBC1	Substructure main bridge	5,857,116.53
56–14CBC2	Superstructure main bridge	9,806,041.75
56–14CBC3	Crockett Interchange	4,736,677.51
57–14CBC4	Navigation and maintenance equipment	132,032.42
57–14CBC5	Administration building and toll booths	505,665.40
57–14CBC6	Toll collection equipment	256,060.16
58–14CBC7	Connections and widening old bridge	1,073,659.95
58–14CBC8	Maintenance shop	138,506.20
	In addition to these contracts, there were 13 work orders covering the purchase of equipment and supplies, and for making minor revisions. These 13 work orders totaled	217,676.57
	TOTAL PROJECT CONSTRUCTION COST	$32,212,087.99

Traffic and revenues, since opening of the new structure and reimposing tolls on November 25, 1958, have been above expectations. Following are the traffic and revenue figures beginning December 1958 through June 1959.

	Total vehicles	*Increase over previous year*	*Revenues*	*Average toll*
December 1958	879,687	17.5%	$296,138.25	34.1¢
January 1959	828,893	12.5%	282,868.00	34.1¢
February 1959	776,381	14.5%	262,680.00	33.8¢
March 1959	934,603	16.2%	317,663.00	34.0¢
April 1959	883,450	15.5%	309,450.00	35.0¢
May 1959	1,008,605	20.0%	352,112.00	34.9¢
June 1959	1,078,787	7.7%	388,421.25	36.0¢

Benicia-Martinez Bridge

Proposals for bids on the substructure and superstructure of the bridge across Carquinez Strait between Benicia and Martinez were issued on June 12, 1959, and bids were received on July 22 and 23, 1959.

Artist's drawing of the Benicia-Martinez Bridge now under construction. Railroad bridge at left. Portion of Benicia Arsenal in foreground.

The substructure contract consists of building 17 piers and two abutments. Nine of these piers are deep-water piers located in the Carquinez Strait. The type of construction proposed for the water piers will be quite novel. As designed it is proposed to float into place reinforced concrete box footings 44 feet wide by 86 feet long and 25 feet deep. The contractor is not restricted to this method, however.

After the floating box footings are securely positioned in place at each pier site, steel caissons will be dropped through holes in the box footings. The steel caissons will be six feet in diameter and about 130 feet long. There will be 10 of these caissons in each of the seven deep footings and eight in each of two shallow footings near the shore. These caissons will be lowered by excavating, jetting and pumping through the mud, sand and gravel to bedrock.

At this point the bedrock will be excavated and the caissons forced two feet into the bedrock. Bedrock will be excavated another five feet, the interior of the excavation and the steel caisson will be filled with concrete up to the box footings and the six-foot steel caissons will be anchored to the box footings and

become the supports for the concrete piers. Reinforced concrete shafts from 92 to 125 feet high will extend up from the tops of the box footings to form seats for the large steel shoes supporting the trusses.

For protection from ships, each pier will be surrounded by a reinforced concrete fender. The fender will be 6 feet, 10 inches wide and 406 feet in perimeter around each pier. Each pier fender will be supported by 46 prestressed concrete piles.

The contract for this foundation work was awarded to Yuba Consolidated Industries, Inc., by and through its Judson Pacific-Murphy Division, the low bidder at $5,769,000.

The superstructure contract consists of the fabrication and erection of 10 truss spans and seven steel girder spans. These trusses and girders will support a 62-foot reinforced concrete roadway slab providing two 26-foot roadways with a 10-foot division strip which can be used for emergency parking.

The Southern Pacific Company bridge, located approximately 200 feet upstream, uses one vertical lift span over the main navigation channel to provide a vertical clearance of 138 feet above mean sea level. In order not to interfere with the continuous flow of vehicular traffic, the new highway bridge will be of the high level deck type structure providing for 138-foot clearance to low truss steel at the main river channel and will, therefore, not require raising and lowering for the passage of river navigation.

The truss spans will be one at 330 feet, two at 429 feet and seven at 528 feet. The 528-foot spans are much longer than the usual highway structure and their fabrication and erection will present many interesting engineering problems. The fabrication of the trusses will be similar to the recently constructed Carquinez Bridge in that they are to be welded rather than riveted. Because these two bridges have been designed for welded fabrication, they have attracted nationwide interest among engineers and steel fabricators.

The Benicia-Martinez Bridge truss spans, like the Carquinez Bridge truss members, will be fabricated from three types of steel, which are ASTM-A7 and A242 and a new high strength quenched and tempered steel known as T1. The structural steel referred to as ASTM-A7 is the normal grade of steel used for structures and has a tensile working stress of 18,000 pounds per square inch. The steel referred to as ASTM-A242 is a higher strength steel with normal tensile working stresses of 24,000 pounds per square inch. The new structural steel known as T1 is an exceptionally high strength steel and is used for those members carrying particularly heavy loads. It has a tensile working stress of 45,000 pounds per square inch and a breaking strength of around 130,000 pounds per square inch.

The erection method to be used by the contractor is not yet known, but spans of this length and height above the waters of Carquinez Strait will require unusual and interesting construction methods.

The contract for the fabrication and erection of the Benicia-Martinez Bridge was awarded to Yuba Consolidated Industries, Inc., by and through its Judson Pacific-Murphy Division at a low bid of $8,469,485.

Contracts for the approaches on both the Martinez and Benicia side will be advertised in the summer of 1960. Because of the low bids received on the bridge work, it will be possible to build and finance from bond proceeds the freeway approaches on the Martinez side from the bridge end to a connection with the Arnold Industrial Highway. On the Benicia side, the approach freeway will be built to a connection with the newly adopted Route 74 at a point approximately one-half mile northwesterly from West Second Street in Benicia.

San Pedro-Terminal Island Bridge

For the past 10 years consideration has been given to various means of financing and building some type of vehicular crossing at the west end of Terminal Island to connect the island with the City of San Pedro.

The 1958 Legislature adopted the location of this crossing as being at or near Boschke Slough and made the crossing a part of State Highway Route 167. It also set up funds to provide for the preparation of plans and estimates.

At the end of this fiscal year preliminary investigations, plans and estimates for the bridge structure and its approaches to replace the existing ferry were well under way.

As proposed the structure consists of a 1,500-foot span suspension bridge with two 506.5-foot anchor spans. In addition to the main span there will be 1,791.5 feet of steel girder approach spans on the San Pedro side and 1,705.5 feet on the Terminal Island side. This makes the total length of structure 6,010 feet. The roadway width is to be 52 feet between curbs with a four-foot open steel grating division strip.

The present schedule calls for plans and right-of-way negotiations to be ready to go to contract as early in 1960 as possible.

STATE-OWNED TOLL BRIDGES—OPERATION AND MAINTENANCE

San Francisco-Oakland Bay Bridge

Traffic and Revenue. The total number of vehicles which crossed the San Francisco-Oakland Bay Bridge from July 1, 1958, to June 30, 1959, inclusive, was 37,215,818. This figure, a new high for vehicular traffic, represented a gain of 5.57 percent over the 35,253,643 vehicles of the preceding fiscal year. The daily average for the year was 101,961 vehicles.

The month of highest average daily traffic was June 1959, with a new high record of 107,386 vehicles per day. The corresponding high record for the preceding fiscal year was made in June 1958, with an average of 104,386 vehicles per day. A new high record for a single day's traffic was established on June 19, 1959, with a total of 123,488 vehicles for the day. The preceding fiscal year's high record was 120,513 vehicles on June 13, 1958.

The revenue derived from vehicular tolls, rents, interest, and miscellaneous services was $12,389,550.07. This was an increase of $959,156.39 over the revenue of the previous fiscal year.

In accordance with the action of the Toll Bridge Authority on April 30, 1958, new tolls for buses were put into effect on July 1, 1958. The newly established tolls provided for a charge of 75 cents each for two-axle buses and $1 each for three-axle buses.

Improvements to Bridge Facilities. The contract for the second unit of the building expansion program at the toll plaza, entered into on April 24, 1957, was completed on April 9, 1959.

The work of remodeling the Transbay Transit Terminal and converting it from train to bus operation was continued by the Division of San Francisco Bay Toll Crossings throughout the year. The removal of the rails in the Terminal and in the loop connecting the terminal to the Bay Bridge was completed and the roadway areas paved. Key System buses were routed over the loop and through the Terminal Building as rapidly as the construction program would permit. The first buses used the loop on November 16, 1958, and the routing of other lines through the loop was gradually extended until at the end of the fiscal year only three lines remained to be changed to the new routing.

Bridge Maintenance. As in previous years, this item consisted primarily of the painting of the bridge. At the end of the fiscal year the bridge painting crew consisted of two foremen, six leadmen, sixty painters, two laborers, and four highway equipment operator-laborers.

The West Bay crew continued the painting of upper and lower deck floor systems of the suspension bridge. The second maintenance painting of the suspension bridge suspender ropes was completed about the end of the fiscal year. Painting of the main cables was continued. The four truss web scaffolds were reinstalled near the center anchorage and painting of the suspension bridge trusses was begun at that location.

The East Bay crew completed painting the trusses in the 504-foot spans. Painting the steel bents east of Pier E4 was begun. Painting of both upper and lower deck floor systems was continued. The upper deck sidewalks north and south were painted. Painting was begun in the upper deck Mole girder spans.

Miscellaneous work for both crews consisted of periodic cleaning of upper and lower deck tunnel walls, sign painting and lettering in new buildings, some interior painting, and rigging the 70-foot flag poles at the San Francisco Terminal Building.

The total amount expended on general paint maintenance for the Bay Bridge was $620,060.48.

Emergency Roadside Service. The emergency fleet for roadside service consisted of five tow trucks (two light-duty trucks, two medium-duty trucks, and one heavy-duty truck), four special bridge service pickup trucks operated in periods of peak traffic, and a fire truck. The continued increase in volume of vehicular traffic, plus the increased number of automobiles diverted to the lower deck during peak hours, together with more frequent diversions at other times to relieve congestion on the upper deck, made it necessary to maintain emergency roadside service at a high level throughout the year.

Structural Inspection. As in previous years, continuous inspection of the bridge structure was provided by employees who are specialists in this type of work.

Toll Collection. The personnel of the Toll Collection Department was expanded to meet the increased traffic volume and to maintain the toll collection service at a high level.

Audit of Accounts. The accounts of the San Francisco-Oakland Bay Bridge for the fiscal year ended August 31, 1958, were examined by independent auditors and were found to be in good order.

Tabulations. Data on the traffic, revenue, finances, maintenance costs, and operating costs of the San Francisco-Oakland Bay Bridge are shown in the accompanying tables (Statements SFO-1 to SFO-4, inclusive, on pages 96-99).

STATEMENT SFO-1

SAN FRANCISCO-OAKLAND BAY BRIDGE

CONSOLIDATED BALANCE SHEET
AS OF JUNE 30, 1959

ASSETS

Current assets:		
Cash		
Undeposited collections	$143,585.33	
In hands of fiscal agent	12,545.89	
In State Treasury:		
General cash	453,763.61	
Revolving fund	8,309.96	
Toll Revenue Fund	37,471.50	
Construction Fund—Series A Bonds	277,198.50	
		$932,874.79
Investments—U. S. Government securities:		
Toll Revenue Fund (F.V. $32,500,000)	$31,959,725.51	
Construction Fund (F.V. $1,850,000)	1,843,319.00	
		33,803,044.51
Receivables:		
Abatements	$87,829.72	
Revenue	781,658.31	
Condemnation deposits	57,500.00	
Compensation insurance deposit	2,500.00	
		929,488.03
Deferred charges:		
Prepaid insurance	$219,410.70	
Other	32.05	
		219,442.75
Total current assets		$35,884,850.08
Fixed assets:		
Investment in bridge and facilities:		
Vehicular bridge	$54,768,809.10	
Interurban facilities	18,318,305.81	
Port of Oakland overhead	443,508.44	
Approaches—Chapter 5/1933	6,519,848.91	
Improvements—Original Construction Fund	474,861.62	
Improvements—Series A Bonds	5,116,495.84	
Improvements—Revenues—Sections 30608.1 and 30609 of S & H Code	3,439,492.02	
	$89,081,321.74	
Less retirements:		
Vehicular bridge	180,229.45	
Interurban facilities	3,493,841.87	
		85,407,250.42
Equipment		117,075.43
Advance to Architecture Revolving Fund		1,228,500.00
Total assets		$122,637,675.93

LIABILITIES, RESERVES AND SURPLUS

Current liabilities:		
Accounts Payable	$410,979.46	
Claims filed	5,794.43	
		$416,773.89
Deferred credits:		
Auto scrip outstanding		19,636.70
Reserves:		
For uncleared collections	$21,017.80	
For advances to Architecture Revolving Fund (contra)	1,228,500.00	
For investment in equipment (contra)	117,075.43	
		1,366,593.23
Revenue surplus:		
Balance, June 30, 1958	$24,838,869.93	
Reserve for Fiscal Agent's fees	12,545.89	
	$24,851,415.82	
Excess of income over expenditures year ending June 30, 1959 (Statement SFO-2)	8,458,248.62	
		33,309,664.44
Accumulated surplus invested in fixed assets		85,407,250.42
Capital surplus[1]		2,117,757.25
Total liabilities, reserves and surplus		$122,637,675.93

[1] Unexpended balance in San Francisco-Oakland Bay Bridge Construction Fund.

STATEMENT SFO-2

SAN FRANCISCO-OAKLAND BAY BRIDGE

STATEMENT OF INCOME AND EXPENDITURES

	July 1, 1958 to June 30, 1959	Nov. 12, 1936 to June 30, 1959
INCOME		
Vehicular tolls	$11,403,528.85	$171,981,480.58
Train passenger tolls[1]		5,770,768.91
Total toll revenue	$11,403,528.85	$177,752,249.49
Transbay Transit Terminal rentals	92,680.64	92,680.64
Rents from lease areas	123,246.35	2,996,316.65
Roadway service collections[2]		30,245.50
Net earnings from investments	729,913.43	4,216,722 19
Interest on time deposits		37,806.79
Net cash overages	1,255.60	7,711.94
Spurious coins and uncollectible accounts	—68.80	—2,211.86
Miscellaneous revenue, adjustments and refunds		—20,525.25
Proceeds from sale of properties		206,823.10
Premium on sale of revenue bonds		18,114.01
Insurance recovery—physical damage		50,000.10
Transfer from construction funds		429,166.67
Transfer from bond expense funds		285,171.43
Miscellaneous revenue	38,994.00	38,994.00
Total income	$12,389,550.07	$186,139,265.40
EXPENDITURES		
Interest on outstanding bonds		$27,776,234.75
Bonds redeemed		89,677,000.00
Bond redemption premium		4,620,635.00
C.T.B.A. bond issuance expenses		153,478.68
Fiscal agent's fees and expenses		397,426.03
Registration, collection and paying agent's fees		173,173.05
Legal fees—interurban suit		25,000.00
Expired physical damage insurance	$154,365.97	996,426.41
Expired use and occupancy insurance	19,003.44	345,840.37
Maintenance and operation (Statement SFO-3)[3]	1,268,253.58	8,479,189.84
Repayment to State Highway Fund:[4]		
For physical damage insurance		1,810,652.61
For maintenance and operation		14,816,711.76
For interest		67,840.34
Damage repair from insurance proceeds		50,500.10
Improvement and reconstruction—Sec. 30608.1—Streets and Highways Code		50,000.00
Improvements and reconstruction—Sec. 30609—Streets and Highways Code	2,489,678.46	3,389,492.02
Total expenditures	$3,931,301.45	$152,829,600.96
Excess of revenues over expenditures	8,458,248.62	33,309,664.44
Total expenditures and surplus	$12,389,550.07	$186,139,265.40

[1] Interurban trains ceased operation April 20, 1958.
[2] Accounted subsequent to September 10, 1957 as abatements to maintenance costs paid from State Highway Fund.
[3] Maintenance subsequent to September 10, 1957 paid from State Highway Fund, pursuant to Section 188.3 of Streets and Highways Code.
[4] Repayment made pursuant to Section 30605 and 30607 of Streets and Highways Code.

STATEMENT SFO-3

SAN FRANCISCO-OAKLAND BAY BRIDGE

ANALYSIS OF OPERATION AND MAINTENANCE EXPENSE

July 1, 1958 to June 30, 1959

	Paid from toll revenues	Paid from State Highway Fund*	Total
Administration:			
Administration expense	$29,463.87	$33,799.27	$63,263.14
Office engineering	4,674.96	41,263.05	45,938.01
Accounting and clerical	112,225.21	22,759.33	134,984.54
General office expense	16,898.40	21,586.61	38,485.01
Office housing	33,082.25	23,475.71	56,557.96
Auditing	3,468.26		3,468.26
Lease area expense	3,224.73		3,224.73
Total	$203,037.68	$142,883.97	$345,921.65
Operation:			
Toll collection	$802,771.84		$802,771.84
Toll collection services	54,597.41		54,597.41
Watchmen	28,374.12		28,374.12
Total	$885,743.37		$885,743.37
Transbay Transit Terminal:			
Administration	$16,923.78		$16,923.78
Maintenance	109,561.15		109,561.15
Policing	28,638.65		28,638.65
Utilities	11,798.75		11,798.75
Total	$166,922.33		$166,922.33
Repave Lease Areas	$12,550.20		$12,550.20
Maintenance and repair:			
Bridge structure		$27,850.59	$27,850.59
Approaches		25,960.43	25,960.43
Electrical		112,370.24	112,370.24
Painting		620,060.48	620,060.48
Roadway		61,721.12	61,721.12
Roadway and tow service		174,553.43	174,553.43
Roadway and tow collections		—29,600.13	—29,600.13
Fire protection		48,557.23	48,557.23
Shop and garage		20,266.54	20,266.54
Total		$1,061,739.93	$1,061,739.93
Insurance:			
Physical damage	$154,365.97		$154,365.97
Use and occupancy	19,003.44		19,003.44
Total	$173,369.41		$173,369.41
Totals	$1,441,622.99	$1,204,623.90	$2,646,246.89

* Maintenance and administrative expense relating thereto subsequent to September 10, 1957, paid from State Highway Fund pursuant to Section 188.3 of Streets and Highways Code.

STATEMENT SFO-4

SAN FRANCISCO-OAKLAND BAY BRIDGE

TRAFFIC SUMMARY

Period	Automobiles, automobile trailers and light commercial vehicles		Buses	Trucks	Motorcycles and tricars	Total toll vehicles	Free vehicles	Total vehicles
	Cash tolls	Commutes						
November 12, 1936 to June 30, 1957	376,995,792	43,323,341	8,481,951	35,010,400	1,026,879	464,838,363	20,090,695	484,929,058
July 1, 1957 to June 30, 1958	27,136,686	3,699,287	403,980	2,895,636	43,744	34,179,333	1,074,310	35,253,643
July, 1958	2,428,570	306,102	51,064	257,370	5,234	3,048,340	88,218	3,136,558
August, 1958	2,569,747	285,036	53,290	255,667	5,831	3,169,571	85,875	3,255,446
September, 1958	2,371,315	308,905	49,502	256,883	5,633	2,992,238	85,218	3,077,456
October, 1958	2,382,523	364,654	51,722	282,538	5,220	3,086,657	91,403	3,178,060
November, 1958	2,394,465	318,849	48,193	243,633	4,606	3,009,746	78,909	3,088,655
December, 1958	2,389,410	334,851	50,597	262,572	3,955	3,041,385	87,561	3,128,946
January, 1959	2,190,247	337,958	48,570	248,884	3,084	2,828,743	87,818	2,916,561
February, 1959	2,076,670	320,768	44,103	224,973	2,885	2,669,399	80,283	2,749,682
March, 1959	2,410,903	372,025	49,864	269,840	4,610	3,107,242	90,842	3,198,084
April, 1959	2,285,948	378,461	48,845	268,300	4,988	2,986,542	90,687	3,077,229
May, 1959	2,424,143	358,410	50,341	261,379	5,475	3,099,748	87,818	3,187,566
June, 1959	2,464,174	335,436	50,686	276,717	5,211	3,132,224	89,351	3,221,575
Totals July 1, 1958 to June 30, 1959	28,388,115	4,021,455	[1]596,777	3,108,756	56,732	36,171,835	1,043,983	37,215,818
Totals since opening of bridge on November 12, 1936	432,520,593	51,044,083	9,482,708	41,014,792	1,127,355	535,189,531	22,208,988	557,398,519

[1] 14,807 of this number were three-axle buses.

San Mateo-Hayward and Dumbarton Bridges

Traffic and Revenue. Total traffic which used the San Mateo-Hayward Bridge from July 1, 1958 to June 30, 1959, inclusive, was 3,379,554 vehicles, and the toll revenue derived from this traffic was $1,338,-502.20. For the same period, the traffic on the Dumbarton Bridge was 1,770,988 vehicles, with a corresponding toll revenue of $748,560.70. These figures, compared to those of the previous year, indicate an increase in traffic of 331,858 vehicles on the San Mateo-Hayward Bridge and an increase of 180,686 vehicles on the Dumbarton Bridge.

Effective June 1, 1959, and by action of the California Toll Bridge Authority, the tolls for trucks were changed from the weight basis to the axle basis. This change has simplified and expedited toll collection procedures and has been beneficial to the users of the two bridges.

Operation. Lift span operation was continued on both bridges in the manner required by federal law. During the fiscal year, July 1, 1958 to June 30, 1959, there were 1,959 lifts of the San Mateo-Hayward Bridge, and 939 lifts of the Dumbarton Bridge.

Rehabilitation. The rehabilitation program authorized in the bond resolution of July 27, 1951, which was expanded by subsequent action of the Toll Bridge Authority, was carried forward by state forces as well as by contract work.

Contract 58-SMAC-7 for the rehabilitation of lift span roadway traffic gates at the San Mateo-Hayward Bridge was completed August 7, 1958.

Contract 58-SMAC-8 for the rehabilitation of a small group of concrete spans on the San Mateo-Hayward Bridge was completed August 20, 1958. This was the last contract entered into for this type of rehabilitation under the current program. The remainder of the concrete rehabilitation program is planned to be completed by state forces in the 1959-60 fiscal year.

Concrete rehabilitation was continued at the Dumbarton Bridge by state forces during the major portion of the fiscal year until completion of the work on this structure shortly before the end of the fiscal year when the crew was transferred to the San Mateo-Hayward Bridge for the resumption of concrete rehabilitation work on the piers of that structure.

Contract 59-SMAC-9 for the rehabilitation of the San Mateo-Hayward toll plaza and also the bridge roadway surfacing on that structure was completed December 4, 1958.

Maintenance. Maintenance costs (principally painting) of the San Mateo-Hayward and Dumbarton

Bridges were paid from the State Highway Fund, in accordance with state law and the bond resolution.

The principal maintenance item, painting, was continued throughout the year on the Dumbarton Bridge. The paint crew consisted of one foreman, five painters, and a skilled laborer.

The resurfacing of the Dumbarton Bridge roadway by District IV maintenance forces, commenced in May, 1958, was completed in the early part of the fiscal year.

Audit of Accounts. The accounts of the San Mateo-Hayward and Dumbarton Bridges for the fiscal year ended August 31, 1958, were examined by independent auditors in accordance with the bond resolution and were found to be in good order.

Tabulations. Data on bridge traffic and revenues and on cost of operation, rehabilitation, and maintenance of the San Mateo-Hayward and Dumbarton Bridges are shown in the accompanying tables (Statements SMH-1 to SMH-7, inclusive, on pages 100-103).

STATEMENT SMH-1

SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

BALANCE SHEET AS OF JUNE 30, 1959

ASSETS

Current assets:			
Cash:			
Undeposited collections	$24,461.53		
In hands of fiscal agent	809,313.74		
State Treasurer—operating account	127,945.21	$961,720.48	
Investments—Fiscal Agent			
U. S. Securities (F.V. $510,000)		499,378.54	
Accounts receivable		47,712.65	
Prepaid insurance		61,651.36	
Total current assets			$1,570,463.03
Fixed assets:			
San Mateo-Hayward Bridge		$6,030,030.23	
Dumbarton Bridge		2,276,643.67	
		$8,306,673.90	
Less: Original bridge retirements			
San Mateo Bridge	$7,250.00		
Dumbarton Bridge	1,705.00	8,955.00	$8,297,718.90
Total assets			$9,868,181.93

LIABILITIES AND SURPLUS

Current liabilities:		
Accounts payable	$79,310.93	
Bond coupons payable	458.75	
Matured bonds payable	31,775.00	$111,544.68
Accrued liabilities:		
Interest on bonds		28,684.92
Deferred income:		
Scrip outstanding		2,673.40
Fixed liabilities:		
Bonds authorized and issued	$8,350,000.00	
Bonds retired from toll revenue	4,899,000.00	
Revenue bonds outstanding		$3,451,000.00
Revenue surplus:		
Balance, June 30, 1958	$1,561,696.17	
Excess charges over revenues (Statement SMH-2)	—134,136.14	1,427,560.03
Accumulated surplus invested in fixed assets		4,846,718.90
Total liabilities and surplus		$9,868,181.93

STATEMENT SMH-2

SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

STATEMENT OF INCOME AND EXPENDITURES

	San Mateo-Hayward Bridge		Dumbarton Bridge		Totals	
	1958-1959 fiscal year	Sept. 12, 1951 to June 30, 1959	1958-1959 fiscal year	Sept. 12, 1951 to June 30, 1959	1958-1959 fiscal year	Sept. 12, 1951 to June 30, 1959
Revenue						
Toll revenue	$1,338,502.20	$8,690,467.15	$748,560.70	$4,980,197.82	$2,087,062.90	$13,670,664.97
Rental income	30.69	202.70			30.69	202.70
Net earnings on investments					12,933.53	60,433.78
Proceeds of sale of property		7,250.00		1,705.00		8,955.00
Cash over and short	58.51	301.87	3.69	96.34	62.20	398.21
Spurious money		—30.80		—28.80		—59.60
Uncollectible accounts	—9.65	—9.65	—1.45	—1.45	—11.10	—11.10
Total revenue					$2,100,078.22	$13,740,583.96
Expenditures						
Operating expense (Statement SMH-3)	$238,765.18	$1,593,515.81	$123,246.91	$790,213.50	$362,012.09	$2,383,729.31
Expired physical damage insurance	31,050.00	204,123.42	9,450.00	74,051.40	40,500.00	278,174.82
Expired used occupancy insurance	3,376.56	19,423.32	2,361.96	10,041.74	5,738.52	29,465.06
Rehabilitation (Statement SMH-4)	104,099.48	2,836,983.25	81,284.78	425,535.55	185,384.26	3,262,518.80
Fiscal agent's fees and expenses					8,160.09	46,887.66
Interest on bonds					100,133.02	1,297,009.55
Bonds retired					1,483,000.00	4,899,000.00
Redemption premium on bonds					33,902.50	93,207.50
Discount on bonds retired						—1,550.00
Improvement work in progress			15,383.88	24,581.23	15,383.88	24,581.23
Total expenditures					$2,234,214.36	$12,313,023.93
Excess of revenue over expenditures					—134,136.14	1,427,560.03
Total expenditures and surplus					$2,100,078.22	$13,740,583.96

STATEMENT SMH-3

SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

ANALYSIS OF OPERATING EXPENSE

	San Mateo-Hayward Bridge		Dumbarton Bridge		Totals	
	1958-1959 fiscal year	Sept. 12, 1951 to June 30, 1959	1958-1959 fiscal year	Sept. 12, 1951 to June 30, 1959	1958-1959 fiscal year	Sept. 12, 1951 to June 30, 1959
Administration						
Administration expense	$9,878.38	$93,471.96	$4,211.93	$31,576.63	$14,090.31	$125,048.59
Supervising engineer and staff	271.91	2,814.12	13.00	2,707.75	284.91	5,521.87
Accounting office, staff and supplies	24,521.14	172,356.72	13,865.24	104,165.11	38,386.38	276,521.83
Administration building	9,044.99	46,217.38	1,320.13	5,291.29	10,365.12	51,508.67
Auditing	1,074.24	6,775.18	537.13	3,504.66	1,611.37	10,279.84
Operation						
Toll collection	158,788.51	1,063,185.93	71,570.19	448,998.00	230,358.70	1,512,183.93
Lift span	35,365.44	232,566.23	31,794.74	204,394.14	67,160.18	436,960.37
Miscellaneous	—179.43	411.21	—65.45	92.25	—244.88	503.46
Totals	$238,765.18	$1,617,798.73	$123,246.91	$800,729.83	$362,012.09	$2,418,528.56
Less: Portion applied against bond proceeds		—24,282.92		—10,516.33		—34,799.25
Net charges to revenue	$238,765.18	$1,593,515.81	$123,246.91	$790,213.50	$362,012.09	$2,383,729.31

STATEMENT SMH-4

SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

ANALYSIS OF REHABILITATION EXPENSE

	San Mateo-Hayward Bridge		Dumbarton Bridge		Totals	
	1958-1959 Fiscal Year	Sept. 12, 1951 to June 30, 1959	1958-1959 Fiscal Year	Sept. 12, 1951 to June 30, 1959	1958-1959 Fiscal Year	Sept. 12, 1951 to June 30, 1959
Concrete repairs—day labor	$8,706.02	$829,520.84	$81,284.78	$97,659.74	$89,990.80	$927,200.58
Concrete repairs—contract	38,341.28	1,585,720.32			38,341.28	1,585,720.32
Mechanical and electrical—day labor	574.80	32,878.99		33,601.89	574.80	66,480.88
Mechanical and electrical—contract		72,163.19		147,820.78		219,983.97
Steel repairs				34,707.84		34,707.84
Preliminary engineering—roadway		22,194.32		31,942.37		54,136.69
Dike repair	4,876.90	45,167.38			4,876.90	45,167.38
Cable repair—contract		57,887.25				57,887.25
Laboratory investigations	380.80	20,419.51			380.80	20,419.51
Fender repair—contract		142,775.63		79,802.93		222,578.56
Resurfacing—roadway	41,696.11	42,493.15			41,696.11	42,493.15
Traffic gates	9,523.57	9,653.40			9,523.57	9,653.40
Total rehabilitation expense	$104,099.48	$2,860,893.98	$81,284.78	$425,535.55	$185,384.26	$3,286,429.53
Less: Portion applied against bond proceeds		—23,910.73				—23,910.73
Net charges to revenue	$104,099.48	$2,836,983.25	$81,284.78	$425,535.55	$185,384.26	$3,262,518.80

STATEMENT SMH-5

SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

STATE HIGHWAY FUND

ANALYSIS OF MAINTENANCE EXPENDITURES

July 1, 1958 to June 30, 1959

	San Mateo-Hayward Bridge	Dumbarton Bridge
Administration	$3,236.84	$1,125.61
Office engineering	340.05	666.37
Accounting and clerical	565.47	554.57
General office expense	344.84	171.08
Office housing	7,505.51	1,466.52
Bridge structure	4,826.82	476.52
Electrical	199.63	680.12
Painting	1,650.56	52,868.23
Roadway	1,198.41	5,328.35
Tow and roadway services	2,813.45	152.92
Approaches	8,842.48	13,935.34
Totals	$31,524.06	$77,425.63

STATEMENT SMH-6

SAN MATEO-HAYWARD BRIDGE

TRAFFIC SUMMARY

Period	Automobiles, automobile trailers and light commercial vehicles		Busses	Trucks	Motorcycles and tricars	Total toll vehicles	Free vehicles	Total vehicles
	Cash tolls	Commutes						
September 12, 1951 to June 30, 1957	13,000,573	1,122,902	16,307	1,531,614	27,572	15,698,968	3	15,698,971
July 1, 1957 to June 30, 1958	2,326,240	348,893	3,971	365,463	3,129	3,047,696	0	3,047,696
July, 1958	221,793	29,138	255	36,700	290	288,176	0	288,176
August, 1958	240,643	28,438	190	36,110	328	305,709	0	305,709
September, 1958	229,923	33,394	438	35,146	353	299,254	0	299,254
October, 1958	227,973	38,923	544	37,404	288	305,132	0	305,132
November, 1958	207,915	33,750	306	32,651	172	274,794	0	274,794
December, 1958	191,423	34,760	248	32,790	148	259,369	0	259,369
January, 1959	177,770	35,220	300	30,543	78	243,911	0	243,911
February, 1959	177,460	33,961	440	27,679	112	239,652	0	239,652
March, 1959	214,989	38,417	341	35,127	152	289,026	0	289,026
April, 1959	200,828	39,918	312	35,170	207	276,435	0	276,435
May, 1959	222,476	38,908	496	37,829	280	299,989	0	299,989
June, 1959	217,548	36,083	241	43,842	393	298,107	0	298,107
Totals July 1, 1958 to June 30, 1959	2,530,741	420,910	4,111	420,991	2,801	3,379,554	0	3,379,554
Totals since acquisition of bridge on September 12, 1951	17,857,554	1,892,705	24,389	2,318,068	33,502	22,126,218	3	22,126,221

STATEMENT SMH-7

DUMBARTON BRIDGE

TRAFFIC SUMMARY

Period	Automobiles, automobile trailers and light commercial vehicles		Busses	Trucks	Motorcycles and tricars	Total toll vehicles	Free vehicles	Total vehicles
	Cash tolls	Commutes						
September 12, 1951 to June 30, 1957	5,279,376	729,687	18,515	1,235,862	7,297	7,270,737	201	7,270,938
July 1, 1957 to June 30, 1958	1,090,350	247,032	3,341	248,551	1,028	1,590,302	0	1,590,302
July, 1958	103,396	23,504	253	20,518	96	147,767	0	147,767
August, 1958	108,900	22,001	226	21,632	138	152,897	0	152,897
September 1958	97,510	24,354	231	22,448	170	144,713	0	144,713
October, 1958	97,952	28,497	296	21,657	94	148,496	0	148,496
November, 1958	102,489	25,412	245	17,834	75	146,055	0	146,055
December, 1958	96,148	26,350	211	18,245	79	141,033	0	141,033
January, 1959	89,504	26,772	198	16,714	51	133,239	0	133,239
February, 1959	85,631	25,052	205	14,488	58	125,434	0	125,434
March, 1959	103,542	28,872	211	20,303	122	153,050	0	153,050
April, 1959	97,046	29,316	212	23,410	212	150,196	0	150,196
May, 1959	112,233	28,627	283	20,499	188	161,830	0	161,830
June, 1959	113,340	27,663	213	24,811	251	166,278	0	166,278
Totals July 1, 1958 to June 30, 1959	1,207,691	316,420	2,784	242,559	1,534	1,770,988	0	1,770,988
Totals since acquisition of bridge on September 12, 1951	7,577,417	1,293,139	24,640	1,726,972	9,859	10,632,027	201	10,632,228

Richmond-San Rafael Bridge

Traffic and Revenue. The total number of vehicles which crossed the Richmond-San Rafael Bridge during the twelve months from July 1, 1958 to June 30, 1959, inclusive, was 2,938,525, and the revenue from this traffic was $2,520,516.00. These figures represent increases of 10.39 percent, and 13.94 percent, respectively, over the previous fiscal year.

Toll Collection. The toll collection staff was maintained at a strength adequate to handle the increasing traffic using the bridge. At the end of the fiscal year, the staff consisted of one toll lieutenant, four toll sergeants, and 18 toll collectors. Maintenance of toll collection equipment was provided as needed by controls and apparatus technicians headquartered at the San Francisco - Oakland Bay Bridge. Emergency repairs and adjustments were handled by the electrician assigned to this bridge.

Bridge Maintenance. The principal item in this category was the preventive paint maintenance program. At the beginning of the fiscal year, this work was assigned to a crew consisting of a structural steel painter foreman and six structural steel painters. However, in order to provide for keeping up adequately with the needs of this type of maintenance, additional personnel were assigned to this work in September 1958. Thereafter, the paint crew consisted of two structural steel painter foremen, two leadmen, 23 painters, and a laborer.

The other items in this category consisted of the maintenance of electrical installations by a crew of four men, and a roadway maintenance and roadway service organization consisting of a crew of five highway equipment operator-laborers under the supervision of a highway leading man.

Incidental structure maintenace was provided by personnel from the Bay Bridge maintenance staff as required.

Former Ferry Property. The San Francisco Maritime Museum Association leased this property from the State for the first 11 months of the fiscal year for berthing of its ferryboat *Eureka.* On June 1, 1959, the lease to the Maritime Museum was terminated and a new agreement executed under which the property was leased to the California Department of Natural Resources for the berthing of the same boat.

Audit of Accounts. The accounts of the Richmond-San Rafael Bridge for the second fiscal year ended August 31, 1958, were examined by independent auditors in accordance with the bond resolution and were found to be in good order.

Tabulations. Data on traffic and revenue and on the maintenance and operating costs of the Richmond-San Rafael Bridge are shown in the accompanying tabulations (Statements RS-1 to RS-4, inclusive, on pages 105-108).

STATEMENT RS-1

RICHMOND-SAN RAFAEL BRIDGE

CONSOLIDATED BALANCE SHEET

AS OF JUNE 30, 1959

ASSETS

Current assets:		
Cash:		
Undeposited collections	$40,179.42	
In hands of fiscal agent	302,965.57	
In State Treasury:		
Operating account	116,863.61	
Construction fund	29,941.53	
Lower level construction fund	5,187.44	$495,137.57
Investments—U. S. Government Securities:		
State Treasurer (F.V. $200,000)	$197,566.33	
Fiscal Agent (F.V. $3,886,000)	3,885,976.05	4,083,542.38
Accounts Receivable		74,255.75
Prepaid Insurance		16,371.78
Total current assets		$4,669,307.48
Fixed assets:		
Richmond-San Rafael Bridge		63,092,197.57
Bonds authorized—unissued		10,000,000.00
Total assets		$77,761,505.05

LIABILITIES AND SURPLUS

Current liabilities:		
Accounts payable		$35,935.60
Accrued liabilities:		
Interest on bonds		796,686.52
Deferred income:		
Scrip outstanding		217.00
Fixed obligations:		
Bonds outstanding	$62,000,000.00	
Loan payable School Land Fund	5,187,332.19	67,187,332.19
Bonds authorized—unissued		10,000,000.00
Revenue surplus		
Revenue surplus, June 30, 1958	$1,088,412.78	
Excess of expenditures over income year ending June 30, 1959 (Statement RS-2)	148,732.43	939,680.35
Capital deficit		[1]—1,198,346.61
Total liabilities and surplus		$77,761,505.05

[1] Net interest payments from bond proceeds after opening of bridge to traffic not accounted as capital expenditures.

STATEMENT RS-2

RICHMOND-SAN RAFAEL BRIDGE TOLL REVENUE FUND

STATEMENT OF INCOME AND EXPENDITURES

	Jul. 1, 1958 to Jun. 30, 1959	Sept. 1, 1956 to Jun. 30, 1959
INCOME		
Vehicular tolls	$2,520,516.00	$6,435,741.50
Rents	39.05	1,290.21
Net earnings from investments	35,621.56	69,711.60
Net cash overage	24.96	62.86
Miscellaneous revenue	1,713.41	1,713.41
Roadway service fees		1,307.00
Spurious coins and uncollectibles	—3.00	—56.25
Transfers from bond proceeds:		
Current Interest Fund		833,488.55
Construction Reserve Fund	31,941.84	224,611.34
Total income[1]	$2,589,853.82	$7,567,870.22
EXPENDITURES		
Interest on outstanding bonds	$2,402,500.00	$5,601,686.52
Fiscal agent's fees	19,967.45	49,938.60
Expired use and occupancy insurance	9,114.60	21,267.36
Expired physical damage insurance	84,206.88	196,482.93
Maintenance and operation (Statement RS-3)[2]	222,797.32	758,814.46
	$2,738,586.25	$6,628,189.87
Difference between income and expenditures	—148,732.43	939,680.35
Total expenditures and surplus	$2,589,853.82	$7,567,870.22

[1] In addition to the revenue shown, $377,704.05 has been earned to date on investments of Construction Reserve Fund moneys.
[2] Maintenance subsequent to September 10, 1957, paid from the State Highway Fund pursuant to Section 188.3 of the Streets and Highways Code.

STATEMENT RS-3

RICHMOND-SAN RAFAEL BRIDGE

ANALYSIS OF OPERATION AND MAINTENANCE EXPENSE

July 1, 1958 to June 30, 1959

	Paid from Toll Revenues	Paid from State Highway Fund*	Total
Administration:			
Administration expense	$8,720.53	$11,788.99	$20,509.52
Office engineering	1,470.74	3,362.75	4,833.49
Accounting and clerical	23,849.63	1,693.87	25,543.50
General office expense	2,698.48	1,219.68	3,918.16
Office housing	7,720.63	6,210.71	13,931.34
Auditing	2,950.50		2,950.50
Publicity	429.80		429.80
Ferry facilities	1,153.66		1,153.66
Total	$48,993.97	$24,276.00	$73,269.97
Operation:			
Toll collection	$156,837.46		$156,837.46
Toll collection services	16,965.89		16,965.89
Total	$173,803.35		$173,803.35
Maintenance:			
Bridge structure		$1,813.34	$1,813.34
Approaches		3,721.56	3,721.56
Electrical		30,560.80	30,560.80
Painting		165,538.86	165,538.86
Roadway maintenance		25,954.82	25,954.82
Roadway and tow service		21,666.97	21,666.97
Miscellaneous		218.68	218.68
Total		$249,475.03	$249,475.03
Insurance:			
Physical damage	$84,206.88		$84,206.88
Use and occupancy	9,114.60		9,114.60
Total	$93,321.48		$93,321.48
TOTAL	$316,118.80	$273,751.03	$589,869.83

* Maintenance and related administrative expense subsequent to September 10, 1957, paid from State Highway Fund pursuant to Section 188.3 of Streets and Highways Code.

STATEMENT RS-4

RICHMOND-SAN RAFAEL BRIDGE TRAFFIC SUMMARY

Period	Autos*		Autos and 1-Axle Trailers	Autos and 2-Axle Trailers	Trucks	Buses	Total Vehicles
	Cash Tolls	Commutes					
September 1, 1956 to June 30, 1957	1,548,826	259,645	11,247	791	235,143	1,677	2,057,329
July 1, 1957 to June 30, 1958	1,943,301	386,843	17,979	1,100	310,322	2,400	2,661,945
July, 1958	204,275	35,265	3,240	149	32,231	283	275,443
August, 1958	217,271	33,839	3,879	177	37,093	245	292,504
September, 1958	178,208	35,531	2,217	154	32,790	161	249,061
October, 1958	153,649	40,198	1,153	118	35,005	281	230,404
November, 1958	163,549	35,138	1,002	106	30,198	217	230,210
December, 1958	154,805	37,459	807	78	32,254	180	225,583
January, 1959	142,934	36,819	761	79	28,992	143	209,728
February, 1959	138,116	34,031	737	115	26,871	155	200,025
March, 1959	170,050	39,941	1,385	106	33,971	259	245,712
April, 1959	158,282	40,302	1,371	146	35,297	220	235,618
May, 1959	186,554	40,763	1,781	136	35,951	306	265,491
June, 1959	193,238	42,979	2,468	233	39,579	249	278,746
Totals—July 1, 1958 to June 30, 1959	2,060,931	452,265	20,801	1,597	400,232	2,699	2,938,525
Totals since opening of bridge on September 1, 1956	5,553,058	1,098,753	50,027	3,488	945,697	6,776	7,657,799

* Motorcycles and tricars included in autos.

Carquinez Bridges

General. As in previous years, the original Carquinez Bridge was continued under the jurisdiction of the San Francisco-Oakland Bay Bridge staff except for the period from November 25, 1958, to April 29, 1959, during which it was closed for rehabilitation work in connection with the second Carquinez Bridge project. On November 25, 1958, the newly completed parallel bridge was opened to two-way traffic, and toll collection was commenced; however, upon completion of the rehabilitation work on the old structure, the permanent arrangement of carrying southbound traffic on the old structure and northbound on the new bridge was put into effect.

Revenue and Traffic. The total number of vehicles which crossed the bridges during the partial fiscal year from the start of toll collection on November 25, 1958, to June 30, 1959, inclusive, was 6,599,781, and the revenue received from this traffic was $2,285,057.75.

Toll Collection. The toll collection staff was established at a minimum designed to be consistent with economical operation and adequate service to the public. At the end of the fiscal year, the staff consisted of one toll captain, one toll lieutenant, four toll sergeants, and 36 toll collectors. Maintenance of toll collection equipment was provided as needed by controls and apparatus technicians headquartered at the San Francisco-Oakland Bay Bridge. Emergency repairs and adjustments were handled by the electricians assigned to these bridges.

Bridge Maintenance. The principal item of maintenance consisted of the painting of the structures. For the major part of the fiscal year, the crew handling this work consisted of a foreman, a leadman, and six painters. Toward the close of the fiscal year, steps were taken to increase the crew in order to provide for the proper maintenance of the two structures.

Because of navigation requirements, the watchman service was continued in order to keep navigation lights on at all necessary times, and to operate fog signals whenever required.

Total maintenance cost during the year, including physical damage insurance premiums on the Carquinez Bridges (and also on the Antioch Bridge) was $178,963.66, paid from the State Highway Fund.

Tabulations. Data on the maintenance and operating of Carquinez Bridges are furnished in Statement C-1 to C-6, inclusive, on pages 109-115.

Special Projects and Funds

Statement SX-1 on page 116 shows the status of accounts for special funds and appropriations established for engineering studies and other purposes not related to the San Francisco-Oakland Bay Bridge. The accounts reflect expenditures for such special projects, liabilities to other funds in connection therewith, and accountability for fixed assets acquired from the funds or appropriations.

STATEMENT C-1

CARQUINEZ STRAIT BRIDGES

CONSOLIDATED BALANCE SHEET AS OF JUNE 30, 1959

ASSETS

Current assets:		
Cash:		
Undeposited collections	$59,144.51	
In hands of Fiscal Agent	288,209.76	
In State Treasury:		
Operating account	8,148.71	
Construction fund	169,458.87	
		$524,961.85
Investments—U. S. Government Securities:		
Fiscal Agent (F.V. $6,267,000)	$6,177,697.06	
State Treasurer (F.V. $400,000)	396,980.33	
		6,574,677.39
Accounts receivable		148,201.22
Prepaid insurance		27,695.64
Total current assets		$7,275,536.10
Fixed assets:		
Original Carquinez Bridge Investment	$5,137,921.86	
Additional Carquinez Bridge Investment[1]	41,126,701.44	
		46,264,623.30
Bonds authorized unissued		34,000,000.00
Total assets		$87,540,159.40

LIABILITIES AND SURPLUS

Current liabilities:		
Accounts payable		$81,856.46
Accrued liabilities:		
Interest on bonds		571,875.00
Fixed obligations:		
Bonds outstanding		46,000,000.00
Reserves:		
Bonds authorized—unissued[1]	$34,000,000.00	
Unamortized premium, Series A Bonds	590,519.39	
		34,590,519.39
Revenue surplus (Statement C-2)		2,076,264.70
Accumulated surplus invested in fixed assets		4,219,643.85
Total liabilities and surplus		$87,540,159.40

[1] Issued August 18, 1959, to finance construction of Benicia-Martinez Bridge.

STATEMENT C-2

CARQUINEZ STRAIT BRIDGES TOLL REVENUE FUND

STATEMENT OF INCOME AND EXPENDITURES

	Nov. 25, 1958 to June 30, 1959
INCOME	
Vehicular tolls	$2,285,057.75
Rents	3,542.00
Net earnings from investments	62,124.98
Miscellaneous	493.00
Cash over and short	92.85
Transfer of bond proceeds to Current Interest Fund	963,008.03
Total income[1]	$3,314,318.61
EXPENDITURES	
Interest on outstanding bonds	$986,797.28
Expired use and occupancy insurance	1,183.97
Fiscal agents' fees	6,824.82
Maintenance and operation (Statement C-3)	243,247.84
Total expenditures	$1,238,053.91
Excess of income over expenditures	2,076,264.70
Total expenditures and surplus	$3,314,318.61

[1] In addition to the revenue shown, $63,153.15 has been earned on investment of Construction Reserve Fund moneys since opening bridge to traffic on November 25, 1958.

STATEMENT C-3

CARQUINEZ STRAIT BRIDGES

ANALYSIS OF OPERATION AND MAINTENANCE EXPENSE

July 1, 1958 to June 30, 1959

	Paid from Toll Revenues	Paid from State Highway Fund*	Total
	11-25-58 to 6-30-59	7-1-58 to 6-30-59	
Administration			
Administration expense	$9,123.70	$5,568.84	$14,692.54
Office engineering	1,004.29	1,525.01	2,529.30
Accounting and clerical	31,967.42	1,609.27	33,576.69
General office expense	2,809.61	717.58	3,527.19
Office housing	4,165.02	6,920.68	11,085.70
Totals	$49,070.04	$16,341.38	$65,411 42
Operation			
Toll collection	$161,954.89	----------	$161,954.89
Toll collection services	16,492.69	----------	16,492.69
Tow and roadway services	15,730.22	----------	15,730.22
Totals	$194,177.80	----------	$194,177.80
Maintenance and repair			
Bridge structure	----------	$3,553.83	$3,553.83
Approaches	----------	7,523.49	7,523.49
Electrical	----------	14,857.19	14,857.19
Painting	----------	105,962.77	105,962.77
Roadway	----------	921.97	921.97
Totals	----------	$132,819.25	$132,819.25
Insurance			
Use and occupancy	$1,183.97	----------	$1,183.97
Physical damage	----------	$24,496.60	$24,496.60
Totals	$1,183.97	$24,496.60	$25,680.57
Totals	$244,431.81	$173,657.23	$418,089.04

* Maintenance and related administrative expense paid from State Highway Fund pursuant to Section 188.3 of Streets and Highways Code.

STATEMENT C-4

CARQUINEZ BRIDGE—TRAFFIC SUMMARY

Period	Autos[1]		Autos and 1-Axle Trailers	Autos and 2-Axle Trailers	2-Axle Buses	3-Axle Buses	Trucks	Total Vehicles
	Cash Tolls	Commutes						
November, 1958	173,902	14,337	1,463	100	1,384	127	18,057	209,370
December, 1958	627,527	129,231	4,420	403	6,970	712	110,424	879,687
January, 1959	577,521	133,406	4,336	387	6,796	711	105,736	828,893
February, 1959	549,114	123,072	3,903	397	6,613	637	92,645	776,381
March, 1959	665,719	139,995	7,911	584	7,330	749	112,320	934,608
April, 1959	610,393	140,846	9,041	667	6,857	788	114,858	883,450
May, 1959	717,850	141,588	15,510	879	7,436	834	124,508	1,008,605
June, 1959	772,722	139,658	19,345	1,181	7,822	835	137,224	1,078,787
Totals November 25, 1958 to June 30, 1959[2]	4,694,748	962,133	65,929	4,598	51,208	5,393	815,772	6,599,781

[1] Motorcycles and Tricars included in Autos.
[2] Bridge opened on November 25, 1958.

STATEMENT C-5

CARQUINEZ STRAITS BRIDGES—CARQUINEZ BRIDGE PROJECT

STATEMENT OF APPLICATION OF FUNDS AS OF JUNE 30, 1959

Funds provided:		
From bond proceeds		
Face value of bonds	$46,000,000.00	
Premium	653,109.00	
		$46,653,109.00
Interest earned on bond proceeds investments not capitalized[1]		95,666.75
Total bond funds		$46,748,775.75
From State Highway Fund for engineering expense		2,430,519.89
Total funds		$49,179,295.64
Funds applied:		
Expenditures:		
Capital expenditures (Statement C-6)	$43,557,221.33	
Noncapital expenditures—Insurance after opening of bridge to traffic	50,936.73	
Total expenditures		$43,608,158.06
Transfers to other funds:		
To Construction Reserve Fund	$3,405,010.85[2]	
To Toll Revenue Funds	1,616,117.03[3]	
Total transfers		5,021,127.88
Construction fund balance		550,009.70
Total funds		$49,179,295.64

[1] Interest earned during construction period amounting to $2,178,714.98 accounted as abatements of construction costs.

[2] Original transfer upon sale of bonds	$2,000,000.00
Transfer on May 21, 1959, of funds not required for construction pursuant to Section 3.04(d) of bond resolution	1,200,000.00
Net interest earned on fund investments	205,010.85
	$3,405,010.85

[3] Premium received in connection with bond sale	$653,109.00
Balance in Current Interest Fund upon opening of bridge to traffic	963,008.03
	$1,616,117.03

Looking south from the toll plaza at the north end of the Carquinez Bridge project. "Big cut" section of US 40 in background.

STATEMENT C-6

CARQUINEZ STRAIT BRIDGES—CARQUINEZ BRIDGE PROJECT

ANALYSIS OF BRIDGE AND APPROACH CONSTRUCTION COSTS AS OF JUNE 30, 1959

	Total	Bridge construction	North approach Solano County	South approach Contra Costa County	Unsegregated	Engineering*
Costs paid from bond funds:						
Preliminary engineering	$171,897.88				$171,897.88	$(320,975.69)
Rights of Way:						
Total acquisition expense	6,236,558.34		$4,389,595.15	$1,846,963.19		
Rental and sales income	—375,969.11		—357,534.49	—18,434.62		
Net right of way cost	$5,860,589.23		$4,032,060.66	$1,828,528.57		
Construction:						
57-4CB1 —Drill vertical observation wells	$5,049.23			$5,049.23		
57-4CB2 —Signs, stripe and markings—Crockett and Valona	4,544.21			4,544.21		
57-4CB3 —Maintain temporary traffic signals	180.61			180.61		
57-4CB4 —Signs, stripe and markings—Hercules to Crockett road	12,279.58			12,279.58		
59-4CB5 —Joint sealing—0.6 mile north of Hercules to Crockett road	2,460.39			2,460.39		
59-4CB6 —Install downdrain	491.23		$491.23			
56-4CBC1 —Freeway—Hercules to Crockett	7,390,862.88			7,390,862.88		(645,594.69)
58-4CBC2 —Construct sign structures and sign illumination systems	60,730.63			60,730.63		
59-4CBC3 —Grade and surface—between Grand Avenue and Pomona Street	49,724.08			49,724.08		(5,825.54)
57-10CB1 —Signs, stripe and markings—north approach	8,120.28		8,120.28			
57-10CB2 —Exploratory drilling	1,928.51		1,928.51			
58-10CB3 —Remove slide material and restore highway facilities	17,042.30		17,042.30			
56-10CBC1—Freeway—bridge to north of Vallejo wye	1,879,520.63		1,879,520.63			(140,387.53)
58-10CBC2—Functional planting	15,348.46		15,348.46			(2,786.05)
59-10CBC3—Remove slide material	25,550.19		25,550.19			(3,530.56)
59-10CBC4—Horizontal drains	2,247.92		2,247.92			(100.75)
58-14CB1 —Install electric and gas service—toll plaza and administration building	2,139.70	$2,139.70				
58-14CB2 —Purchase and install toll collection equipment	86,458.30	86,458.30				
58-15CB1 —Purchase supplies and equipment for toll collection facilities	66,020.34	66,020.34				
59-15CB2 —Expenses preparatory to opening of bridge to traffic	17,462.77	17,462.77				
56-14CBC1—Substructure	5,857,116.53	5,857,116.53				(376,175.25)
56-14CBC2—Superstructure	9,806,041.75	9,806,041.75				(320,217.69)
56-14CBC3—Crockett interchange	4,737,605.01			4,737,605.01		(435,431.71)
57-14CBC4—Navigation and fog warning system; maintenance airlines	132,032.42	132,032.42				(12,105.99)
57-14CBC5—Administration building and toll plaza	500,352.00	500,352.00				(50,716.95)
57-14CBC6—Toll collecting system	256,060.16	256,060.16				(16,238.41)
58-14CBC7—Widen bridge roadway, construct connection ramps, and grade and surface approaches	1,006,783.52	1,006,783.52				(86,959.86)
58-14CBC8—Construct maintenance shop building	138,506.20	138,506.20				(13,473.22)
Construction Cost	$32,082,659.83	$17,868,973.69	$1,950,249.52	$12,263,436.62		$2,109,544.20

Interest paid during construction:							
Interest paid on bonds 9/1/55–11/30/58		$5,606,250.00					
Less:							
Accrued interest received upon sale of bonds	$531,875.00						
Amortized premium	46,261.89						
Earnings on investments during construction	2,178,714.98	2,756,851.87					
Net interest during construction		$2,849,398.13				$2,849,398.13	
Financial expense:							
Bond issuance expense	$42,719.20						
Fees and expenses of fiscal and other agents	82,685.27						
Insurance during construction	36,751.90						
Total financial expense		$162,156.37				$162,156.37	
Total costs paid from bond funds		$41,126,701.44	$17,868,973.69	$5,982,310.18	$14,091,965.19	$3,183,452.38	
Costs paid from State Highway Fund							
Preliminary engineering	$320,975.69						
Construction engineering	2,109,544.20						
Total costs paid from State Highway Fund		2,430,519.89				2,430,519.89	
Total project costs		$43,557,221.33	$17,868,973.69	$5,982,310.18	$14,091,965.19	$5,613,972.27	

* Costs shown in this column represent engineering expense paid from State Highway Fund pursuant to Section 30754 of Streets and Highways Code.

STATEMENT SX-1

CALIFORNIA TOLL BRIDGE AUTHORITY

SPECIAL FUNDS AND APPROPRIATIONS

BALANCE SHEETS

As of June 30, 1959

SAN MATEO-HAYWARD BRIDGE STUDIES CHAPTER 2416/57

Assets:	
Engineering work in progress	$86,595.23
Liabilities, reserves and surplus:	
Accounts payable	$2,295.48
Loan payable—State Highway Fund	84,299.75
Reserves for expenditures (contra)	86,595.23
Deficit	—86,595.23
	$86,595.23

NOTE: Chapter 2416/57 appropriated $200,000 from the State Highway Fund for engineering and other work necessary preliminary to the issuance of bonds for improvements to the San Mateo-Hayward Bridge or construction of a new crossing parallel to it. Amounts expended are to be reimbursed to the State Highway Fund from the proceeds of first sale of revenue bonds for the project.

SOUTHERN CROSSING ENGINEERING FUND

Assets:	
Cash in State Treasury	$38,277.11
Investments in U. S. Government securities (F.V. $100,000)	98,238.00
Engineering work in progress	1,363,484.89
	$1,500,000.00
Liabilities, reserves and surplus:	
Reserve for expenditures (contra)	$1,363,484.89
Surplus	136,515.11
	$1,500,000.00

NOTE: Chapter 1056/1953 authorized engineering studies for a southern crossing of San Francisco Bay. $1,500,000 of the proceeds from the sale of Series D San Francisco-Oakland Bay Bridge revenue bonds were deposited in the Southern Crossing Engineering Fund for the purpose.

SPECIAL APPROPRIATIONS

Assets:	
Engineering studies—additional crossings (Chapter 1289/47—Series D Bonds)	$885,064.21
Engineering studies—additional crossings (Chapter 700/49—Series D Bonds)	505,846.13
Right of way acquisition—additional crossings (Executive orders 2532, 2621, 2742)	645,882.74
Engineering studies—Tiburon crossings (Chapter 1845/55)	22,062.08
	$2,058,855.16
Land	645,882.44
Improvements	565.00
	$2,705,302.60
Liabilities, reserves and surplus:	
Loan payable—General Fund	$777,793.76
Reserve for investment in fixed assets (contra)	646,447.44
Reserve for expenditures (contra)	2,058,855.16
Deficit	—777,793.76
	$2,705,302.60

NOTE: Chapter 1289/47 appropriated $950,000 from the State General Fund and Chapter 70049 appropriated $893,049 from the State Highway Fund for engineering studies of additional crossings of San Francisco Bay, subject to repayment from sales of bonds. The amounts expended from the appropriations, as shown above, plus accrued interest were repaid to the respective funds from the proceeds of Series D San Francisco-Oakland Bay Bridge Toll Revenue bonds. In addition, allocations were made from the Emergency Fund under executive orders for the emergency purchase of certain property deemed necessary for the proposed project. The amounts so advanced from the Emergency Fund have not been repaid.

Chapter 1845/55 appropriated $50,000 from the General Fund for engineering studies of a crossing from Tiburon Peninsula to San Francisco by way of Angel Island, subject to reimbursement from revenue bonds. The amount expended shown in the statement has not been repaid.

SPECIAL DEPOSIT FUND SAN PEDRO-TERMINAL ISLAND BRIDGE CONSTRUCTION ACCOUNT

Assets:	
Cash in State Treasury	$310,023.04
Engineering work in progress	158,302.91
	$468,325.95
Liabilities, reserves and surplus:	
Accounts payable	$18,325.95
Loans payable—State Highway Fund	350,000.00
Loans payable—Highway Users Tax Fund	100,000.00
Reserve for expenditures (contra)	158,302.91
Deficit	—158,302.91
	$468,325.95

NOTE: Chapter 74/1958 (Sections 30680-30684 of Streets and Highways Code) authorizes the construction of a bridge from San Pedro to Terminal Island and appropriates $7,000,000 from the State Highway Fund and $2,000,000 from the Highway Users Tax Fund to supplement, as is necessary, the amount that can be raised from the sale of toll revenue bonds for the project. Amounts advanced from the two funds are subject to repayment from tolls after retirement of all outstanding bonds.

CALIFORNIA TOLL BRIDGE AUTHORITY PERMANENT REVOLVING FUND

Assets:	
Cash in State Treasury	$689.89
Unreimbursed expenditures	49,310.11
	$50,000.00
Liabilities:	
Loan payable—State Highway Fund	$50,000.00

NOTE: Section 30313 of the Streets and Highways Code appropriated $50,000 from the State Highway Fund to create a permanent revolving fund for use of the authority. Expenditures made therefrom are subject to reimbursement as specific toll bridge acquisition and construction funds or toll revenue funds become available. Expenditures shown were reimbursed in Nov. 1959.

PERSONNEL AND PUBLIC INFORMATION

The functions of personnel, training and safety, and public information are grouped administratively under the direction of the Engineer in Charge of Personnel and Public Information. Activities in these fields for the 1958-59 fiscal year are covered in the following section.

PERSONNEL

Personnel Management Programs

During this year, two booklets were distributed to all supervisors and made available to all employees in various areas of the State. One of these booklets, a "Supervisor's Handbook on Sick Leave Administration," outlined the rules for sick leave, quoted acceptable and unacceptable reasons, and identified methods of improving the sick leave record. It was accompanied by comparative statistics for the units of the division. Meetings were held with several units to introduce the use of this booklet.

The other pamphlet distributed was a "Guide to Personnel Discipline," outlining different methods of and approaches to discipline and giving a suggested table of penalties for various kinds of infractions. Accompanying this were an outline of legal provisions and procedures and sample notices of action.

Work in position classification was continued, with greater emphasis on more exact determination of level standards. Included in this were engineering classes, the machine parts storekeeper series, reproduction machine classes and some clerical levels.

In conjunction with the Training Section, meetings were held with a number of supervisors on reports of performance as a supervisory tool to improve the work performance and standards in the division.

Recruiting

The major recruitment emphasis this year was again on the entering professional engineer level, junior civil engineer, with about 100 being employed from this year's graduating class. Summer use of engineering students was continued although few new engineering student trainees were hired because of this year's reduced construction program due to the cutback in federal aid. Most of the students from the previous summer returned for additional work and training.

The junior right of way agent continuous testing program was augmented, with satisfactory results.

Staffing Statistics

The total number of employees in the division increased from 13,291 on July 1, 1958, to 13,828 on July 1, 1959. The distribution by function on the latter date was:

Engineering	7,001
Maintenance	3,460
Right of Way	480
Equipment	475
Accounting, clerical, etc.	2,412

Service Awards

One hundred ninety-four employees were presented with 25-year service awards and pins, bringing the total of such awards to division employees to 1,794.

Retirements

One hundred twenty-seven employees retired during the fiscal year. A total of 1,403 employees have retired from the division since the inception of the State Employees' Retirement System.

Disciplinary Actions

Twenty-eight employees were dismissed, of whom seven had permanent status and 21 temporary status. Twenty-nine employees were suspended and two were demoted to lower classes. Twenty probationary employees were rejected.

Foreign Visitors

The Personnel and Public Information Department handles arrangements for administrators and engineers from foreign countries to spend varying periods of time studying the organizing, financing, operation and technical engineering features of the Division of Highways. The major portion of the visits are requested by the Bureau of Public Roads, which handles arrangements for the International Co-operation Administration of the State Department.

During the fiscal year 1958-59, 744 man-days of study were scheduled for 70 representatives of 22 foreign countries. Major participation was by Jordan, India, Japan, and Thailand, and varied from team studies of one or two days' duration to individuals studying for a period of five months in the various departments.

In addition to the visitors who arranged for visits through the Headquarters Office, numerous engineers arranged for brief visits directly with the Materials and Research Department and several districts, primarily IV and VII.

TRAINING

In accordance with the "In-Service Training Policy" of the State of California, the Division of Highways' formal training program includes orientation; training in attitudes, habits, knowledges and skills needed to perform jobs; and training in supervisory and management principles and practices.

Training is done in four general ways, through: (1) Headquarters developed and sponsored programs and courses which are offered to the organizational units; (2) programs and courses originated and developed within the organizational units to be given to their own staffs; (3) selected job-connected training given by schools, institutes and universities for which the division pays all or a part of the cost; and (4) on-the-job training given by individual supervisors to their subordinates. All four types were used during the fiscal year.

The Training Section has emphasized: the development of programs and courses in subjects for which there is a widespread need, to be given on a division-wide basis; the encouragement of and assistance to the organizational units in meeting their own training needs through organized group training; and the formulation of procedures and techniques for the administration of our training program. Progress was made towards establishing an integrated, long-range program which will ultimately meet all training needs in the most efficient way possible.

Specific training programs are listed below by type of training:

Orientation

In headquarters, group orientation of new employees includes explanations and discussions of personnel policies and practice, safety, and a showing of the filmstrip *"Introduction to Highways."* In the various districts, the same pattern is being adopted.

Other parts of orientation continues to be the responsibility of the new employee's supervisor.

Job Skills, Knowledge and Attitude

Headquarters sponsored three professional engineering courses in which representatives of all districts participated. There were 1,808 persons trained, using 14,055 hours. The courses were: *"Portland Cement Concrete," "Asphaltic Concrete,"* and *"Orientation to Headquarters Laboratory."*

Headquarters also sponsored technical courses, training 932 persons and using 12,668 hours. Courses were: *"Lubrication and Preventive Maintenance,"* and *"Landscaping, Trees and Roadside Vegetation."*

The districts and other organizational units gave 55,670 hours of professional and technical training in a variety of subjects to meet their needs. About one-half of these hours were on the employees' own time. In these courses, 3,530 persons were trained.

Other professional and technical training needs were met by sending persons to short-term assignments at universities and colleges, at state expense in whole or in part. There were seven such courses, and 45 persons participated. Assignments ranged in length from part-time, after working hours, to 10 full days away from the job.

For junior engineering personnel, a compulsory job rotation program, covering major aspects of highway engineering, is in effect during the first two years of employment. Student engineers are also hired as trainees during the summer months, to encourage them to become Division of Highways employees upon graduation, and to provide them with advance training in highway functions.

Supervisory and Management Training

The greatest training program expansion was in the fields of supervisory and management training. A lecture course, *"Principles of Administration and Supervision in Highway Practice,"* was offered, in cooperation with the University of California's Institute of Transportation and Traffic Engineering, to all highways employees, on their own time and own expense. There were 1,765 persons who participated in this 12-hour course.

Selected representatives of top management in several highway districts have participated in the State Personnel Board's 60-hour "Training the Trainers" course, and this training will be offered to representatives of all districts and major headquarters units. This program is designed to give each district a person familiar with modern training activities. These persons will also conduct management training within their districts.

Four districts have conducted a series of seminars on supervision and management problems, each starting with top management participation and working down to first-level supervision. To date, 231 managers and supervisors have participated, using 2,286 hours. Other supervisory training, covering subjects such as performance reporting, counseling, conference leadership, etc., was given to 378 supervisors, and used 1,607 hours.

The long-established inservice training program of the Right-of-Way Department was carried on at a stepped-up pace during the year, as more fully described in that department's portion of this report.

EMPLOYEE SAFETY

Employee Safety Co-operative Activities

The primary purpose for which the Safety Section was organized is accident prevention for the employees of the division. Since participation in state and community safety activities benefits and develops safety programs, the Safety Section participates actively in the Governor's Traffic Safety Conference, the National Safety Council and other groups and organizations interested in traffic and occupational safety. It also furnishes information of mutual interest to other states and co-operates with them to a mutual advantage. The safety engineer holds membership on national committees meeting problems of direct interest to employee safety.

Employee Safety

The responsibility of preparing, organizing, and supervising a statewide accident prevention program in the Division of Highways is delegated to the Safety Section. The program is designed to cover accident prevention methods, to prevent personal industrial accidents and injuries and prevent motor vehicle accidents where state-owned vehicles may be involved.

In 10 of the districts full-time employees are assigned safety functions. In one district an employee is assigned half-time to this function. All have working titles of safety supervisor and serve under direct administrative supervision. The Bridge Department, Service and Supply, Toll Bridges, Laboratory, and Equipment Department have safety supervisors serving on a part-time basis.

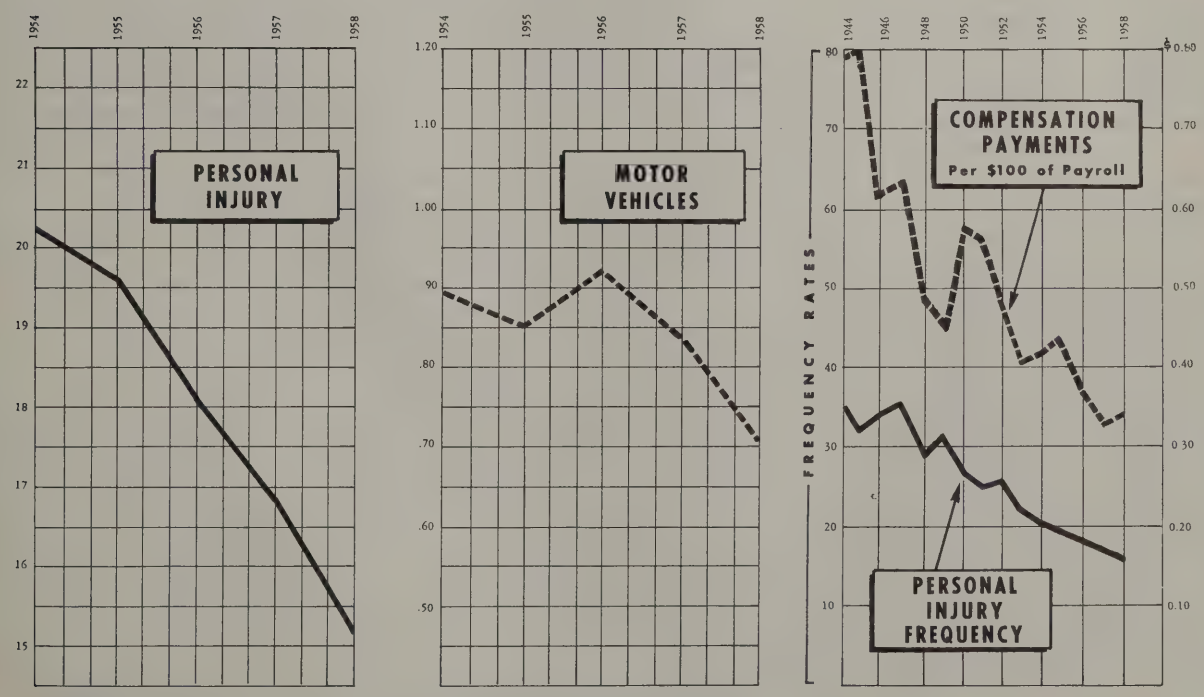
The safety supervisors make field, office and shop investigations to recommend safety practices and protective devices and to see there is compliance with rules and regulations relative to good safety, health, and fire prevention practices. They also investigate accidents and advise personnel regarding accident prevention practices.

Since good safety practice is a function of line management, one of the important functions of the safety supervisor is to furnish information for group safety meetings conducted by supervisory personnel and to participate when requested in such meetings.

There is in each district and major department a safety committee appointed by the district engineer or department head. In the districts the district main-

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

ACCIDENT STUDIES



FREQUENCY RATE = NUMBER OF LOST TIME INJURIES PER MILLION MAN HOURS.

FREQUENCY RATE = RECORDABLE ACCIDENTS PER ONE HUNDRED THOUSAND MILES OF VEHICLE TRAVEL.

tenance engineer and the shop superintendent are appointed with such other administrative personnel as the district engineer considers desirable. Since the committee is principally composed of staff officials, each can act with authority in his own particular field. The committee meets monthly and reviews accident reports to determine appropriate action to prevent recurrence of similar accidents. Disciplinary action may be recommended to the district engineer when in the opinion of the committee such action is justified.

The minutes of the district safety meeting and statistical accident information are submitted each month to Headquarters Safety Section where they are consolidated and presented as an Interim Report to the Division Safety Committee for their consideration and discussion.

The Division Safety Committee is composed of the Deputy State Highway Engineer (Administration and Management), Chairman; State Highway Maintenance Engineer, State Highway Equipment Engineer, Head of the Personnel and Public Information Department, and an attorney from Contracts and Rights-of-Way. The Safety Engineer serves as secretary and ex-officio member. Representatives of the Director's Office and Service and Supply meet with the committee as observers and consultants. The Division Safety Committee meets once each month to act on matters presented to it by the districts through the interim report and to consider other subjects relative to the program.

Occupational Accidents

All industrial and motor vehicle accidents involving Division of Highways personnel or equipment are coded and monthly and annual statistical reports prepared. The American Standards method of recording and measuring work injury experience as approved by the American Standards Association is used for coding. Frequency rates and severity rates are compiled and used to determine the effectiveness of the accident prevention program.

$$\frac{(\text{number of lost-time accidents} \times 1{,}000{,}000)}{\text{man-hours of exposure}}$$

The Division of Highways started to record accident experience in 1940. The following year, 1941, the frequency was 49.85. This frequency rate has shown an almost continuous yearly reduction since that time, reaching 15.86 in 1958. This reduction in frequency rate has been accomplished at the same time the number of employees has increased from 5,500 in 1941 to 13,262 in 1958. The present safety program was put into effect in 1950 with safety supervisors, safety committees, etc. The frequency rate in 1949 was 31.48. The frequency rate since that time has been reduced 50 percent.

The effect of this improvement on cost is indicated by our compensation figures: $0.58 per $100 of payroll in 1950 and $0.34 per $100 of payroll in 1958. Our payroll in 1958 was slightly under $81 million.

Motor Vehicle Accidents

Motor vehicle accidents involving State cars are a matter of considerable concern. Insurance rates are mounting and accident costs are increasing. The Safety Section is encouraging more training aimed toward developing defensive driving techniques and encouraging attitudes conducive to safer driving. As a part of the motor vehicle accident prevention program, the Safety Section uses a Keystone telebinocular to check the vision of employees and an electrical timing device to measure reaction time. True and false questions are also used to determined how well the employees know the Vehicle Code. Actual driving tests are sometimes given.

A total of approximately 32,157,271 miles was logged by the Division of Highways cars in 1958. Compared to the number of accidents, this gives us a frequency rate of 0.69. This rate is determined by the following formula:

$$\frac{(\text{number of recordable accidents} \times 100{,}000)}{\text{total mileage}}$$

The Division of Highways is able to report a consistent lowering of its frequency rate since the reorganization of the Safety Program in 1950.

Fire Prevention

The use of fire extinguishers is demonstrated at meetings held throughout the State. The different types of fire protection equipment appropriate to different types of fires are explained and employees are invited to practice their use. Signs indicating the fires for which the extinguishers are most effective are installed on and above the extinguishers.

A program for hydrostatic testing of all water and foam-type extinguishers is nearly completed and has resulted in a general improvement in the condition of our fire protection equipment.

Employee Suggestion Program

The administration of the State Merit Award Program (employee suggestion system) within the Division of Highways is a function of the Safety Section. There has been a continual growth in participation of employees in the program. In the fiscal year 1958-59 a total of 576 suggestions were referred to the division for investigation. Of this number 54 were adopted, with 34 cash awards and 20 certificates of commendation being given. Largest award processed was $11,808 for savings estimated in excess of $140,000.

AUDIO-VISUAL

The Audio-Visual Section produces graphic and sound recording aids for employee training and public information. It also assists all other departments and the various districts in any unusual requirements in this field.

This section maintains a large library of colored slides which cover statewide highway scenes and a wide variety of technical engineering and construction operations. Considerable use is made of this material for lecture series by individuals or for preparing training material. Many sound filmstrips on technical construction methods have been produced. These have been used in regular training sessions throughout the division. Affiliated highway agencies in other states and foreign countries have shown considerable interest in these training aids. A new series on methods of prestressing concrete, and another on slip-form construction for bridge piers, have recently been made.

Motion pictures are also being produced to illustrate construction methods for personnel training and study. Motion pictures showing slip-form pier construction and new methods of paving 24-foot concrete sections were made. Work has been started on producing a motion picture to outline typical problems and engineering analysis in developing new freeways.

The Audio-Visual Section produces newspaper maps to illustrate route recommendations and route adoptions by the California Highway Commission. It also prepares a wide variety of graphic aids for reproduction and projection use, as well as preparing pamphlets, reports, posters, and display material.

Recently completed four-lane section of US 6 through Red Rock Canyon area of eastern Kern County. (Federal Aid project).

Looking south along the Bayshore Freeway in the Palo Alto area, with Willow Road Interchange in the foreground. (Federal Aid project).

One of the overhead signs at the freeway "crossroads" east of Colton.

PUBLIC INFORMATION

The California Freeway and Expressway System

The Senate Concurrent Resolution No. 26 report and subsequent adoption of the California Freeway and Expressway System (see Highway Planning Survey, Collateral Engineering Studies) created the widest interest throughout the State and there was much demand for information on the program which was furnished to speakers, newspapers and other media. The Senate Concurrent Resolution No. 26 report, "The California Freeway System," was widely disseminated.

Many requests were received for information on the results of a study of cross-median collisions and on results of impact tests conducted on various types of barriers. Newspapers, magazines and television stations were interested.

Public interest continued in the federal aid program, particularly the progress on the development of the Interstate System in California to freeway standards. Information was provided newspapers, speakers and national magazines. Because of the Winter Olympic Games schedule in Squaw Valley in February 1960 a large number of requests for progress reports on US 40 were received. Maps showing the status of work on US 40 were issued and revised as necessary.

Publications

Public information material issued in published form included, in addition to regional material prepared by the various districts:

"California Highways—1958," a 16-page reprint from *California Highways and Public Works* magazine, constituting a popularized, nontechnical version of the division's annual report.

"Freeway Facts," illustrated booklet containing basic general information about freeways and route adoption procedures. This booklet was revised and reissued in April 1959.

"State Highways in California," multilithed information summary on the State Highway Program, periodically revised and reissued.

Reprints of articles and district roundups published in *California Highways and Public Works* were used as information mailing pieces to answer a wide range of inquiries.

"Clip Sheet" for employee publications issued by all districts and some headquarters departments. The *Clip Sheet,* issued monthly, provides information of interest and value to division employees, intended for use in the employee publications as desired by the respective editors.

Route Considerations

News releases on routings considered and acted on by the California Highway Commission totalled 89 during the year, of which 34 were accompanied by maps specially prepared for newspaper reproduction. Six public hearings held by the commission were given due advance publicity.

Numerous other releases were issued by the district offices in connection with public meetings, map displays and other preliminary phases of the route selection process. Newspaper and display maps issued by the district offices show, where applicable, the various alternates studied rather than concentrating on a single tentatively proposed routing.

Other News Releases and Media Contacts

The quantity and scope of news releases issued by the division, particularly by the district offices, continued the increase shown last year, reflecting the districts' assignment of individuals responsible for newspaper contacts and general information. At the same time, releases from Headquarters, disseminated through the Department of Public Works, covered the full range of division activities and Highway Commission actions of interest to the public.

In all, more than 1,400 separate news releases were issued by the Division of Highways during the year, including more than 1,000 by the various districts. Maps or other illustrations, usually in mat form, accompanied a number of these releases.

A large number of photographs of highway projects were supplied to newspapers, magazines and other publications on request, particularly on major freeway work in the metropolitan areas and on rural projects of significant size.

A graphic "bar" chart showing source and distribution of highway user taxes, including federal aid was in demand by speakers and found use in television. It also served as an answer to many individual inquiries as to highway financing.

Other Contacts and Appearances

Considerable information on the highway program was issued through telephone calls, office interviews, and appearances by division personnel on radio and television programs.

Division personnel also continued to appear on invitation before local civic organizations and service clubs. Many of the speakers illustrated their talks with 35 mm. slides showing local and statewide highway developments. Filmstrips on snow removal and radio communications also were shown.

Looking north through Vallejo on US 40 (Interstate 80).

RIGHT-OF-WAY

Organization

Right-of-way functions within the Division of Highways are carried on under the supervision of the Chief Right-of-Way Agent as the representative of the State Highway Engineer. Supervisory details are handled through a Deputy Chief Right-of-Way Agent, three Assistant Chief Right-of-Way Agents and a Headquarters staff of 11.

Fieldwork is carried on by the Right-of-Way Departments within each of the 11 districts under the administration of the District Engineer. In Districts I, II, III, V, VI, VIII, IX, X and XI, responsibility for right of way activities is delegated to the district Right-of-Way Agent. In Districts IV and VII this responsibility is delegated to the Metropolitan District Right-of-Way Agent. There was an average of 449 individuals working in right of way classifications during the fiscal year.

Program

The Right-of-Way Department concluded 8,556 transactions during the fiscal year ending June 30, 1959. The total amount of money expended, including overhead, was $141,091,614.64 which is an increase of $19,855,865.69 or 16.4 percent over the preceding fiscal year. Of the 8,556 transactions completed, 7,785 constituted acquisitions for rights-of-way, 612 were for utility relocations while 159 transactions were for other uses, such as for other state agencies, mainly purchasing of properties for state office building sites and for college sites.

The distribution of the total expenditures is as follows:

Highway Right-of-Way	$118,400,645.25
Utility relocation to clear highway right of way	$8,248,056.71
Acquisition other than right of way (primarily lands purchased for other than state agencies)	$4,397,085.89
Overhead (total—including right of way activities, land management, right of way clearance, fees for title services and administration)	$10,045,826.79

Effectiveness of Acquisition Methods

Effectiveness of the acquisition methods employed may be most successfully tested by analyzing the ratio of negotiated settlements to contested court cases. During the fiscal year, 139 parcels were acquired through contested eminent domain proceedings which represents 1.8 percent of the total parcels acquired for right-of-way purposes.

Average Cost Per Parcel

Due to tremendous economic growth in California over the last 15 years, unit parcel costs have risen considerably. The increase is reflected in the following tabulation:

Year	*Average cost per parcel*	*Percentage of increase over 1945*
1945	$2,370.51	
1950	6,915.81	192
1955	9,789.57	313
1956	14,430.79	509
1957	14,128.76	496
1958	15,014.20	533
1959	16,125.05	580

The continuing increase in the average cost per parcel is caused by the rapid agricultural, residential, commercial and industrial development of many areas of the State, predicated upon conversion of land use potentials to higher use functions and consequent higher dollar volumes, as is reflected by the approximate 7.4 percent increase during the 1958-59 fiscal year over that of the preceding year.

Land Management

This phase of the department's operation included the leasing of 7,689 properties during the interim period between acquisition and clearance of right of way and also included the sale of improvements, and excess properties purchased to alleviate damage payments. The fiscal year produced a gross return to the State Highway Fund of $11,741,755.36, which is an increase of $1,280,699.26 or 12.2 percent over the preceding fiscal year.

Excess Land Returned to the Tax Rolls

Experience has dictated the establishment of the present policy of this department that when severance damage to the remainder of a property being acquired would amount to 70 percent or more of the market value of that remainder, the entire property should be purchased. This procedure allows the assembly of parcels damaged by a reduction in size, shape, or lack of access into units more nearly conforming to the standard size of other holdings in the vicinity and it allows the development of a substitute means of ingress and egress in those cases where access has become completely restricted by reason of freeway construction.

Returning these excess parcels to private ownership and, thereby, to the tax rolls, is accomplished in two ways: sale to the public through sealed bid or auction; or by exchange transaction with affected property owners as a means of offsetting damages or effecting substitution.

Property consisting of 414 parcels, acquired at a cost to the State of $2,181,423.96, was sold by sealed bid or public auction during the year for a consideration of $1,948,569.66; in addition, the 116 parcels used for exchange in consummating transactions with other property owners, represented a cost to the State of $865,827.21. The State received a credit in these exchange transactions in the total amount of $807,-030.20. The State thus received a return of approximately 93 percent of the total cost of all excess parcels of land disposed of by sale and exchange.

Over and above the monetary saving is the service rendered to the public in returning these parcels to private ownership in desirable sizes, shapes and conditions. In many cases, if assembly of these smaller parcels into a single, large parcel for resale by the State was not accepted practice, the smaller useless parcels on which damages had been paid, with title remaining in private ownership would exist as unsightly areas in the community and would not be contributing to the local tax base.

Highway Right-of-Way Acquisition Fund (Chapter 20, Statutes of 1952)

The Highway Right-of-Way Acquisition Fund was employed to acquire 49 parcels during the year. These are properties which were determined to be needed for future highway construction and which were being prepared for immediate and extensive improvement by their owners. The cost to the State for these parcels was $1,863,934.73. If the legislation enabling this fund had not been enacted, these properties could not have been acquired in time to forestall development, thereby forcing the State to purchase improved properties at a later date. This fiscal year it is estimated that approximately $9,320,000 has been saved.

Not only does the Highway Right-of-Way Acquisition Fund enable savings in right of way cost; it also facilitates the orderly development of the community through which the future highway is to pass.

The use of the fund is rigidly controlled and is limited to those properties which on a statewide basis will represent the greatest saving by immediate acquisition. This account is presently operating on a true revolving fund basis with $2,629,164.50 having been returned to this account during the fiscal year. This represents moneys from projects budgeted for acquisition during the 1958-59 fiscal year.

Utility Relocation

Under the terms of the Collier-Burns Act and other Statutes, utility relocation during the year required the preparation and execution of 612 utility agreements. Under these agreements, direct payments for necessary relocation work were made to the affected utility companies in the amount of $8,248,056.71. In addition, obligations were incurred on utility removals now in progress but not yet completed or payable. These obligations amount to $11,770,435.22. The expense of administering utility relocation activities amounted to $496,160.32.

Improvement of Administrative Procedures

Administrative procedures of the department are subject to constant review by a permanent committee composed of five members from the Headquarters office and District office staffs. During the fiscal year, 41 proposals for procedural changes were submitted by personnel in the several districts, were analyzed and acted upon. Ten suggestions were found to more effectively implement the program of the department and were immediately put into operation; another 18 suggested procedural revisions are being tested.

In the four years in which this "antired-tape" operational attack has been functioning, it has been found that, annually, approximately one-third of the ideas advanced are sound and prove to be of considerable worth to the department.

Policy

Acquisition of right-of-way necessary for California's state highways must be predicated upon the undeviating policy of the division that all property owners be allowed sufficient time to consider the settlement offer and to make the decisions needed for readjustment. To effectuate this policy, a request for resolution of condemnation is never presented to the California Highway Commission until it is clear that a reasonable time for deliberation and decision has been afforded the property owner.

Additionally, despite pressures of construction projects and tend to place every emphasis upon earlier contract dates, the time allowed for the right-of-way process of thorough appraisals and equally thorough negotiations must be sufficient to effectively discharge the department's responsibility of ascertaining the fair market value of all properties to be acquired.

Personnel

The major problem confronting the Right-of-Way Department in successfully completing right-of-way responsibilities, is the serious shortage of experienced personnel. The basic factor has been outlined in preceding reports: the rise in property values and parcel acquisition costs, as noted in a preceding paragraph, clearly demonstrates the mounting complexity of the right-of-way operation.

The increasing emphasis by the public upon such matters as severance damages and the concomitant staff responsibility to consider benefit factors; the rise in the number of parcels which are affected by the acquisition of access rights; the enlarging industrial, commercial and residential complexes which must necessarily be affected by controlled-access facilities—in each of these areas, skill and experience must be brought by the department to each of these

Aerial view of the viaduct carrying the Central Freeway (US 101) into the Civic Center area of San Francisco. (Federal Aid Interstate project).

right-of-way appraisal and negotiation problems. It becomes clearer each year that the department must increase its level of experienced personnel, in addition to the usual problem of augmenting the staff where necessary in order to meet growing responsibilities.

In recent years the Right-of-Way Department has increased its staff approximately 5 percent per year. The average total loss of personnel each year has approximated 10 percent. Thus, 15 percent of the staff is new and inexperienced, requiring intraining responsibilities of a high order.

The inservice training program conducted by the staff of the department (in order to prepare these new state representatives for negotiation, appraisal, and land management work) has necessarily placed a heavy burden upon the department. In the preceding report it was noted that the 1957-58 training program provided more than 5,000 hours of instruction to approximately 150 employees and that 66 employees were enrolled in extra hour college classes for additional instruction in fields related to department responsibilities. During the 1958-59 fiscal year, it was necessary to increase the training and instruction hours: more than 300 employees devoted a total of more than 17,000 classroom and home study hours the right-of-way instruction. This includes attendance at colleges and universities on a statewide program.

More serious than the indoctrination-education problem is that of the loss of *experienced* personnel; i.e., those in the "working" and the supervisorial classes. In the 1957-58 fiscal year the experienced personnel loss to the department was slightly in excess of 5.6 percent. During the 1958-59 fiscal year, experienced personnel loss was slightly in excess of 7.5 percent in an organization which averaged 449 men for the year. A projection of this experienced personnel

loss into the 1959-60 fiscal year causes grave concern, for it may be premised that the loss will force upon the department the carrying of approximately 20 percent new, inexperienced personnel:

Fiscal year	*Average number of right of way agents*	*Total percent loss*	*Experienced loss*
1956-57	401	10.9+ percent	6.9+ percent
1957-58	422	11.6+ percent	5.6+ percent
1958-59	449	10.2+ percent	7.5+ percent

Creative Research—Land Economics Studies

It has been pointed out that the consistently increasing average cost of the right-of-way parcels is a direct reflection of rising property values and increasingly complex acquisition situations. In such a dynamic context, it is mandatory that there be an increased awareness of the accompanying need for continued refinement and improvement of methods and techniques. The role of the land economics research arm of the right-of-way organization in testing existing concepts and developing current data for direct use at the line level continues to be of critical importance.

Being responsive to practical line problems demands flexibility. As problems tend to change in nature and in complexity, so must research change in study area and study element emphasis. Land economics studies over the past year have reflected this continual shifting of emphasis and scope. Severance damage problems, consequences arising from the acquisition of access rights, and the nature and extent of the effects of right-of-way acquisition upon the going industrial, commercial, and agricultural enterprise—all of these areas of inquiry have received particularized research attention. Not only have the relatively unresearched aspects thereof been carefully examined, but a broadening of the effects inquiry itself has been carried out as well. Individual parcel reactions and environing community and regional effects have been studied and reported upon.

The activities of the Land Economics Study Section during this fiscal year may be illustrated in this manner: More than 1,100 commercial enterprises and parcels were tabulated and analyzed in the completion of three community bypass studies; three highly significant locational studies were also achieved during this period involving various analyses of some 1,000 individual parcels. To obtain specialized information on freeway effects upon the citizens of the community, a tax-oriented study of the Cities of Oceanside and Carlsbad was completed involving the analysis of approximately half the properties in the combined (28,000 population) cities. Preparatory research for studies to be published in succeeding years is currently requiring the investigation of over 5,000 (primarily residential) properties located in three of the major urban areas of Northern and Southern California. And general sales tax tabulations and analyses of a dozen cities and towns where freeway construction has only recently been completed are presently under way.

Remainder Parcel Study. A highly significant study area has continued to receive special emphasis. Initiated one year ago, the statewide study of remainder parcels adjacent to completed freeways—parcels from which some right-of-way was originally acquired—has progressed rapidly. Nine major freeway projects involving approximately 1,700 right-of-way parcels have been investigated and analyzed. From this source, "before and after" case studies of land value changes and developments on freeway-abutting remainder parcels are being distributed to right-of-way negotiators and appraisers.

The current and future benefits from only this one major study are obvious. The problem of determining if a freeway can be expected to damage or benefit a given property has traditionally been one of difficulty and complexity. The determination of dollar magnitudes, when damages or benefits have been promised, has been perhaps even more vexing and difficult of sound, factual measurement. The remainder parcel study meets both problems headon by providing the actual case studies from which damages and benefits—and their magnitudes—may be directly determined.

At the date of its inception, this particular study was unique; no other state highway organization had launched either so basic or so critically needed a project. It is significant that today at least a dozen states are beginning or planning to begin, similar studies. To a great extent, this much-needed interest reflects California's standing policy of idea exchange and data dissemination.

This introduction of new data and new concepts into the continuum of basic appraisal and negotiation functions is clearly a responsibility of the land economics research organizations. Equally important is the responsibility for disseminating such information to the states' citizens—the recapitulation of technical research findings into timely, summary articles of general interest. During the fiscal year three such reports have appeared in the department's official journal, *California Highways and Public Works* magazine. They are: "El Monte: a study of the 'Chinese Wall' Fears of a Community;" "Delano: a Freeway Erases the 'Barrier' in a California Agricultural City," and "Oceanside-Carlsbad: What Happens to People and Improvements After Freeway Right-of-way Acquisition."

LEGAL

As indicated in previous reports of this division, the amount of legal work arising out of the activities of the Department of Public Works is directly proportional to the size of the right-of-way and construction programs. The enactment of the Federal-aid Highway Act of 1956, as augmented in the Federal-aid Highway Act of 1958, and the initial expenditure of funds for right-of-way acquisition has in great measure expanded the amount of legal work performed by the Division of Contracts and Rights-of-way.

Condemnation

The following tables indicate the volume of work performed by the Legal Division involving court appearances and hearings before various administrative agencies. All tables relate to the fiscal year from July 1, 1958 to June 30, 1959:

CONDEMNATION PROCEEDINGS

Suits filed	278
Parcels involved	1,917
Defendants involved	4,715
Suits closed	295
Trials	176
Uncontested judgments	96
Suits pending 6/30/59	477
Parcels pending 6/30/59	2,519

The number of condemnation trials has increased from 158 in the fiscal year ended June 30, 1958, to 176 for the last fiscal year.

As indicated in previous reports, a large number of parcels and defendants are involved in each condemnation proceeding filed. Likewise, trials usually cover several parcels with different owners, making the average trial one of some magnitude—often with several opposing counsel representing the various parties.

The volume of work involved in the above legal proceedings becomes even more impressive when it is realized that condemnation proceedings are not filed by the Department of Public Works until negotiations have been attempted with every property owner involved and an effort made to reach settlement. It should be noted that the number of trials does not include the numerous cases which were settled prior to pretrial conferences or just prior to the time of trial—which, of course, required extensive preparation. Uncontested judgments include stipulated judgments as well as defaults.

After several years of operating under the new pretrial and discovery procedure, we have concluded that it has increased the number of court appearances and work necessary in the preparation and trial of condemnation cases. The Supreme Court decision of *County of Los Angeles* v. *Faus,* 48 Cal. (2d) 672, allowing testimony of the price paid for comparable property, has also added to the length of trials, sometimes adding as much as two days.

Appellate Cases

During the fiscal year, many appellate court briefs were prepared by the Division and appeals argued.

Decisions have been rendered in *Yarrow* v. *State of California,* 165 A. C. A. 753; 168 A. C. A. 827; *Wallace* v. *State Personnel Board,* 168 A. C. A. 616; *Griffith* v. *Department of Public Works,* 170 A. C. A. 114; *People* v. *Nachabedian,* 171 A. C. A. 335; and *People* v. *Chevalier,* 52 A. C. 311. Also, amicus curiae briefs were filed by the Department of Public Works in the condemnation cases of *Sacramento, etc. Drainage District* v. *Jarvis,* 51 A. C. 801, and in *Bellflower City School District* v. *Skaggs,* 52 A. C. 290. Several other cases are pending before the Supreme Court and the District Court of Appeal, either awaiting argument or decision.

An important decision was rendered by the California Supreme Court in the case of *People* v. *Chevalier,* 52 A. C. 311. In building the Harbor Freeway near Century Boulevard in Los Angeles, it was necessary to close 99th Street and landlock several houses. In order to open 99th Street, the City of Los Angeles agreed to take part of the property of the defendants. The defendants charged that there was no necessity for the taking and, therefore, the court should dismiss the action. The trial court refused to dismiss the action and the Supreme Court, in affirming this decision, held that no attack can be made on the question of necessity. The court overruled a long line of decisions in the District Court of Appeal which held that the condemnation resolution of the State Highway Commission and the city were subject to attack on the question of the necessity for the condemnation. The decision in this case will eliminate questions of necessity from being heard in the trial of condemnation cases and should result in the saving of time in court.

Other Litigation

In addition to the condemnation proceedings, the department's attorneys have also handled a number of miscellaneous cases. The following table covers a wide variety of litigation and indicates the continuing increase in this phase of the division's work.

OTHER LITIGATION

Cases pending July 1, 1958	565
Cases filed	403
Total	968
Cases closed	530
Cases pending June 30, 1959	438

In some of these cases, for example, claims for damage to state highway facilities such as bridges, signals, guard rails, or damage to state vehicles, or unlawful detainer actions, the State has been represented. During the fiscal year 1958-1959, collections by the Legal Division amounted to $55,881.01.

The above table also includes many matters where the department is represented as a defendant, such as inverse condemnation proceedings where damage to property by reason of state highway operations is alleged; suits by contractors for additional compensation on construction contracts; suits filed because of alleged dangerous or defective condition of state highways; and suits for injunction against the State and its contractors, enjoining the construction and building of highways or enjoining the award of a contract. In still other types of suits such as stop notice actions, the department has filed interpleader actions in which it assumes a neutral position between the contractor and the claimants. Contractors' claims for additional compensation have increased notably. These claims have required considerable work, both in the study and handling of the claims as well as the resulting litigation.

PROCEEDINGS BEFORE THE PUBLIC UTILITIES COMMISSION

Applications pending July 1, 1958	9
New applications filed	27
Decisions received	25
Applications pending June 30, 1959	11

The above table covers matters having to do both with crossings at grade of highways and railroads and the construction of grade separations.

In addition to the formal applications, 12 proceedings were processed under Public Utilities Commission General Order No. 88 relating to crossings at grade.

In all instances, the approval of the Public Utilities Commission must be obtained as to engineering detail, and in the event of a failure to reach an agreement with the railroad involved as to apportionment of costs, the applicants seek such determination by the Public Utilities Commission. The Legislature by recent enactment has set up a new formula for apportionment of costs in grade separation cases where federal funds are not involved. This should reduce the number of contested cases.

DEPARTMENTAL CLAIMS BEFORE THE STATE BOARD OF CONTROL

	Number of Claims	*Amounts*
Pending July 1, 1958	216	$15,943,283.81
Filed	216	10,150,292.68
TOTALS	432	$26,093,576.49
Disposed of	329	19,306,095.16
Pending June 30, 1959	103	$6,787,481.33

Other Claims

In addition to the Board of Control claims, claims filed with the department's employees and the Governor are handled by the division's attorneys. In the 1958-1959 fiscal year, 32 claims were filed.

House Counsel Work

In addition to the work represented by litigation and other matters shown in the tables above, what might be called the "house counsel work" of the Legal Division has shown a decided increase. This work consists largely of legal opinions directed toward preventing litigation rather than engaging in litigation after damage has occurred. Also, other routine work has increased—such as approval of contracts and leases and the review of forms and accident reports.

Personnel

As in the past, the division has been engaged in the recruitment of personnel in its Sacramento, San Francisco, and Los Angeles offices, and with the reclassification of present personnel. Several attorneys in the class of Junior Counsel were employed during the fiscal year in the three offices of the division to help handle the increasing workload.

The division anticipates that the current highway program will continue to increase the amount of legal work presently being handled. Under these circumstances, the division will continue its policy of recruiting additional attorneys and training them to undertake the increased workload which is anticipated.

ACCOUNTING

Administration of all accounting and internal audit activities of the Division of Highways is under the direction of the Comptroller of the Department of Public Works and his staff.

Cash Resources and Obligations

On June 30, 1959, cash and securities on hand amounted to $101,034,406 with $96,870,221 of the amount being invested in United States government obligations. On the same date there were outstanding budgetary obligations of $186,133,900 of which $60,-636,378 were advance obligations against revenues of the 1959-60 fiscal year as authorized by Section 143.1 of the Streets and Highways Code.

Revenues and Expenditures

Revenues budgeted for the 1958-59 fiscal year amounted to $534,569,148, of which $77,551,319 remained to be collected on June 30, 1959. Collection of the revenue not received, which consists of $62,-868,056 of federal aid and $14,683,263 of contributions from state and local agencies and other sources, will be made as work against which the amounts apply is completed. Revenues budgeted for the prior fiscal year amounted to $470,280,616.

Expenditures and obligations incurred during the fiscal year ended June 30, 1959, amounted to $517,-636,201 as compared to $448,084,392 for the prior fiscal year.

Accounting System and Procedures

New accounting procedures and systems and changes in existing procedures were put into effect during the year because of new legislation, to accommodate increased or special activities, or to provide more effective control over operation; as follows:

(1) A system of accounts was instituted to provide for recording transactions relating to the San Pedro-Terminal Island Bridge, construction of which was authorized by Chapter 74, Statutes of 1958.

(2) A revenue accounting system was installed for the Carquinez Bridge, which was opened to traffic as a toll bridge on November 25, 1958.

(3) An overall revision of the system of control accounts relating to toll bridge construction and operation was made to bring the systems into conformity with the new state uniform system of accounts prescribed by the Department of Finance. During the ensuing fiscal year the State Highway System of control accounts will also be adapted to the prescribed system.

(4) Procedures were established to implement the mailing of warrants in payment of claims directly to the payees by the State Controller. This expedites payment, saves handling and provides an additional safeguard in the disbursement of funds.

(5) Revised instructions were issued in connection with the handling of cash accounts to provide better controls and additional safeguards.

(6) A procedure for accounting for labor costs and fringe benefits was instituted in connection with the employment of casual labor.

(7) An assessment procedure was established to provide for recovering an equitable portion of indirect costs in connection with work performed for, or at the expense of, other agencies or parties.

(8) Accounting procedures were established in connection with the granting of state aid for local agency Chapter 2091, Statutes of 1958.

(9) End of the year reporting was expedited as a part of the statewide effort to promptly publish financial reports after the close of the fiscal year.

(10) The Accounting Department, in connection with the Management Analysis Section of the Administration Department, established a budgetary procedure to control expenditures of all Headquarters staff sections, the Bridge Department, the Materials and Research Department, and the Equipment Department.

Accounting Department Organization

Because of the vast increase in the volume of work during the past several years and growing complexities in the accounting procedure due to legislative enactments, increased federal aid and other factors, it has become increasingly apparent that the accounting organization must be strengthened by the recruitment of personnel from the professional accounting classes. Initial action to accomplish this was taken during the past year in a limited way in Districts VI, VIII, X, and Headquarters office. Also, in an effort to facilitate the accounting and reporting procedures, preliminary investigations have been made of the possibilities of adapting data processing equipment to the accounting system.

APPENDIX A

FINANCIAL STATEMENTS

June 30, 1959

APPENDIX A

FINANCIAL STATEMENTS

June 30, 1959

Statement

A- 1. Statement of Financial Condition as of June 30, 1959.

A- 2. Statement of Budgetary Resources and Allocations for Fiscal Year Ending June 30, 1959.

A- 3. Statement of Receipts and Estimated Revenues for Fiscal Year Ending June 30, 1959.

A- 4. Statement of Budgetary Expenditures and Encumbrances for Fiscal Year Ended June 30, 1959.

A- 5. Analysis of Income Received by Division of Highways by Fiscal Years to June 30, 1959.

A- 6. Federal Subventions and Reimbursements—Analysis of Federal Government Funds Received by Division of Highways by Fiscal Years to June 30, 1959.

A- 7. Expenditures by Division of Highways to June 30, 1959, Classified as to Function.

A- 8. Expenditures by Division of Highways by Fiscal Years to June 30, 1959, Classified as to Location and Purpose.

A- 9. Statement of Expenditures in Counties for Construction, Reconstruction, Improvements, and Maintenance January 1, 1912 to June 30, 1959.

A-10. Statement of Service and Supply Department Financial Transactions, July 1, 1958 to June 30, 1959, and Summary July 1, 1947 to June 30, 1959.

A-11. Statement of Source of Actual and Estimated Revenue Applied to Budgets Reported Herein.

A-12. Statements of Budgetary Transactions as of June 30, 1959.
- (a) State Highway Operating Budget—1958-59 Fiscal Year.
- (b) State Highway Operating Budget—1957-58 Fiscal Year.
- (c) State Highway Operating Budget—1956-57 Fiscal Year.
- (d) State Highway Operating Budget—1955-56 Fiscal Year.
- (e) State Highway Operating Budget—1954-55 Fiscal Year.
- (f) Special County Highway Budget.
- (g) County Highway Budget-II.
- (h) County Highway Budget-I.
- (i) Access Highways Budget-II.

A-13. Statements of State Highway Expenditures and Contract Obligations Applicable to County Minimum Expenditures Pursuant to Sec. 188.4 Streets and Highways Code.
- (a) First Period (3 years) July 1, 1952 to June 30, 1955 (1953 Act).
- (b) Second Period (3 years) July 1, 1955 to June 30, 1958 (1953 Act).

A-14. Highway Right of Way Acquisition Fund Statements, June 30, 1959.

A-15. Schedule of Principal and Interest Requirements, State Highway Bonds, Year Ending December 31, 1959.

INDEX OF FINAL STATEMENTS OF BUDGETARY TRANSACTIONS

State Highway Operating Budgets Under Collier-Burns Highway Act
- 1947-48 Fiscal Year—Fifth Annual Report—January, 1952
- 1948-49 Fiscal Year—Sixth Annual Report—January, 1953
- 1949-50 Fiscal Year—Eighth Annual Report—January, 1955
- 1950-51 Fiscal Year—Tenth Annual Report—January, 1957
- 1951-52 Fiscal Year—Tenth Annual Report—January, 1957
- 1952-53 Fiscal Year—Tenth Annual Report—January, 1957
- 1953-54 Fiscal Year—Twelfth Annual Report—January, 1959

Special Budgets
- County Highway Budget-Prior—Ninth Annual Report—January, 1956
- Grade Separation Operating Budget—Sixth Annual Report—January, 1953
- Access Highway Budget I—Ninth Annual Report—January, 1956

INDEX OF FINAL STATEMENTS OF STATE HIGHWAY EXPENDITURES AND CONTRACT OBLIGATIONS APPLICABLE TO COUNTY MINIMUM EXPENDITURES PURSUANT TO SEC. 188.4 STREETS AND HIGHWAYS CODE

First Period (5 years) July 1, 1947 to June 30, 1952 (1947 Act)—Tenth Annual Report—January, 1957

STATEMENT A-1

STATEMENT OF FINANCIAL CONDITION AS OF JUNE 30, 1959—STATE HIGHWAY FUND

ASSETS AND BUDGETARY RESOURCES

Cash:		
In Treasury	$1,403,069.58	
In agency accounts	2,761,115.90	
		$4,164,185.48
Investments—U.S. Government securities		96,870,220.84
Receivables:		
Accounts receivable—abatements	$702,513.02	
Accounts receivable—contingent	48,702.34	
Due from state agencies, local agencies and others	12,934,665.62	
Due from federal government	28,759,768.60	
		42,445,649.58
Loans and refundable deposits:		
Loans to California Toll Bridge Authority	$436,595.23	
Loans to Golden Gate Bridge and Highway District (Ch. 1505/45)	5,425,024.84	
Advance to California Toll Bridge Authority—Revolving Fund	50,000.00	
Court deposits in condemnation proceedings	15,309,655.85	
		21,221,275.92
Estimated revenue:		
Federal aid apportionments	$62,625,773.78	
Federal aid reimbursements	150,883.16	
Contributions	10,523,825.05	
Work for other agencies	4,250,836.81	
		77,551,318.80
Suspense and deferred items:		
Prepayments to other funds	$33,396.32	
Expense advances to employees	42,859.66	
Unexpired insurance premiums	218,542.19	
Revolving Fund advances not scheduled for reimbursement	564,021.64	
Advance expenditures—1959-60 fiscal year contracts	10,549,208.02	
Other deferred charges (operations variance)	673,367.09	
		12,081,394.92
Stores inventories		4,312,315.38
Fixed assets:		
Construction and automotive equipment	$25,707,354.00	
Less depreciation	10,135,442.55	
	$15,571,911.45	
Office, shop and other equipment	11,022,412.97	
Benicia-Martinez ferryboat	653,042.86	
Improvements	34,089,862.06	
Land	4,070,186.16	
Advances to Architecture Revolving Fund	14,950,699.29	
		80,358,114.79
Total assets and budgetary resources		$339,004,475.71

STATEMENT A-1 (Continued)

STATEMENT OF FINANCIAL CONDITION AS OF JUNE 30, 1959—STATE HIGHWAY FUND

OBLIGATIONS, RESERVES AND SURPLUS

Liabilities:		
Current obligations not scheduled for payment	$8,283,755.09	
Claims filed for payment	8,027,098.11	
Bond Sinking Fund of 1943—Ch. 1505/45	5,425,024.84	
		$21,735,878.04
Reserves:		
For contingent accounts receivable	$48,702.34	
For uncollected revenue	12,934,665.62	
For uncollected federal aid	28,759,768.60	
For uncleared collections	9,615.56	
For cash in suspense	194,135.24	
For 1959-60 fiscal year revenue collected in advance	511,400.17	
For sick leave, vacation, overtime and compensation insurance	862,170.51	
		43,320,458.04
Budgetary obligations:		
Uncompleted state highway budget contracts	$175,740,447.97	
Less: 1959-60 fiscal year contracts	60,636,378.30	
	$115,104,069.67	
Uncompleted special budget contracts	4,712,287.88	
Day labor projects	1,220,710.03	
Engineering and others	4,460,454.71	
		125,497,522.29
Reserved for apportionments:		
For county highways	$6,670,198.39	
For grade crossing protection	230,157.75	
For cities—city streets	17,303,260.61	
For cities—engineering and administration	591,711.83	
For state aid to counties	3,094,407.33	
For emergency damage repair	3,251,230.00	
For contributions	405,422.61	
		31,546,388.52
Surplus:		
Accumulated surplus—highways	$52,100,122.03	
Accumulated surplus—outdoor advertising	17,903.45	
Accumulated surplus invested in fixed assets[1]	64,786,203.34	
		116,904,228.82
Total obligations, reserves and surplus		$339,004,475.71

[1] The accumulated surplus invested in fixed assets does not include the book value of construction and automotive equipment amounting to $15,591,911.45, for the reason that such equipment, when acquired, is not charged to the budget outright but through a rental procedure which includes a depreciation factor in the rental rates.

TRUST FUND GROUPS AS OF JUNE 30, 1959

ASSETS

Agency Trust Fund Cash		
Cash Trust	$62,535.73	
Cash in State Treasury		
Special Deposit Fund—Unclaimed Trust	1,228.29	
		$63,764.02
Securities held as guarantee deposits		4,000.00
Total assets		$67,764.02

LIABILITIES

Liability for canceled checks	$1,228.29	
Liability for Cash Trust	66,535.73	$67,764.02
Total liabilities		$67,764.02

STATEMENT A-2

STATEMENT OF BUDGETARY RESOURCES AND ALLOCATIONS FOR FISCAL YEAR ENDING JUNE 30, 1959

Available budgetary allocations July 1, 1958		
Special budgets		
County highways	$10,836,191.39	
Access highways	.00	
		$10,836,191.39
State Highway Budgets:		
Grade crossing protection, Chapter 1739/53 and 1/56 (Public Utilities Commission)	$167,085.27	
Cities—City Streets (Section 2107)	16,579,336.44	
Cities—Engineering and administration (Section 2107.5)	626,882.91	
State aid to counties	3,232,632.00	
Supervision of outdoor advertising	18,559.98	
Emergency damage repairs	1,994,979.66	
Miscellaneous contributions	406,124.31	
State highways	32,869,674.46	
		$55,895,275.03
Net total available budgetary allocations July 1, 1958		$66,731,466.42
Add:		
Revenue budgeted—Statement 3		534,569,148.36
		$601,300,614.78
Deduct:		
Expenditures and encumbrances—Statement 4		517,636,200.78
Balance:		
Budgetary allocations available for future expenditures June 30, 1959		$83,664,414.00
Reconciliation with balance sheet (Statement 1):		
Reserve for apportionments		$31,546,388.52
Accumulated surplus—highways		52,100,122.03
Accumulated surplus—outdoor advertising		17,903.45
		$83,664,414.00

STATEMENT A-3

STATEMENT OF RECEIPTS AND ESTIMATED REVENUE FOR FISCAL YEAR ENDED JUNE 30, 1959

	Cash receipts	Add estimated uncollected revenue 6/30/59	Deduct estimated uncollected revenue 6/30/58	Net revenue budgeted 1958-59 f.y.
State Highway Budgets				
1958-59 Fiscal Year Budget				
Highway users tax revenue	$307,609,738.83			$307,609,738.83
Federal aid	138,238,917.68	$45,153,843.32		183,392,761.00
Federal aid—emergency relief	1,198,312.11	3,544,293.87		4,742,605.98
Federal aid matching	3,202,436.00	1,780,166.00		4,982,602.00
Federal government reimbursements		7,500.00		7,500.00
Contributions—highway projects	6,929,259.85	8,938,597.64		15,867,857.49
Martinez-Benicia ferry toll revenue	111,606.18			111,606.18
Canceled warrant escheated	928.59			928.59
Investment earnings	902,090.98			902,090.98
Miscellaneous	175,737.47			175,737.47
Outdoor advertising fees	77,000.24			77,000.24
Contributions—other agencies	117,722.22	2,797,242.55		2,914,964.77
Contributions—emergency damage repair—other agency roads	1,347,744.00	37,662.40		1,385,406.40
Totals 1958-59 Fiscal Year Budget	$459,911,494.15	$62,259,305.78		$522,170,799.93
1957-58 Fiscal Year Budget	$44,981,060.39	$1,029,174.44	$46,198,053.20	$—187,818.37
1956-57 Fiscal Year Budget	3,993,786.03	1,479,414.75	5,431,992.72	41,208.06
1955-56 Fiscal Year Budget	1,120,485.82	1,258,115.88	2,663,409.92	—284,808.22
1954-55 Fiscal Year Budget	552.72	15,999.91	22,194.23	—5,641.60
1948-49 Fiscal Year Budget		801.37	801.37	
Totals, state highway budgets	$510,007,379.11	$66,042,812.13	$54,316,451.44	$521,733,739.80
Special Budget				
County highway budget—II				
Federal aid	$8,428,083.00	$9,878,558.00	$8,916,082.00	$9,390,559.00
Contributions	1,709,044.49	605,526.40	85,852.63	2,228,718.26
Totals, county highway budget—II	$10,137,127.49	$10,484,084.40	$9,001,934.63	$11,619,277.26
County highway budget—I				
Contributions	$—62,944.24			$—62,944.24
Special county highway budget				
Federal aid	$3,164,309.00	$934,296.00	$4,098,605.00	
Federal aid matching	306,435.00		306,435.00	
Contributions	1,228,665.63	28,919.74		$1,257,585.37
Totals, special county highway budget	$4,699,409.63	$963,215.74	$4,405,040.00	$1,257,585.37
Access highway budget—II				
Federal government reimbursements	$446,648.57	$61,206.53	$486,364.93	$21,490.17
Totals, special budgets	$15,220,241.45	$11,508,506.67	$13,893,339.56	$12,835,408.56
Totals, state highway and special budgets	$525,227,620.56	$77,551,318.80	$68,209,791.00	$534,569,148.36

STATEMENT A-4

STATEMENT OF BUDGETARY EXPENDITURES AND ENCUMBRANCES FOR FISCAL YEAR ENDING JUNE 30, 1959

	Expenditures	Add encumbrances 6/30/59	Deduct encumbrances 6/30/58	Net expenditures and encumbrances
Fiscal Budgets				
1958-59 Fiscal Year Budget				
Capital outlay				
Major construction and improvement projects	$125,492,355.91	$89,778,939.78		$215,271,295.69
Construction engineering	21,907,039.55			21,907,039.55
Minor improvement and betterment projects	581,303.10	93,425.89		674,728.99
Rights of way	125,027,742.68	2,987.97		125,030,730.65
Preliminary engineering	32,364,496.31			32,364,496.31
Equipment	551,205.55			551,205.55
Emergency damage repairs	6,553,011.99	1,733,638.62		8,286,650.61
Construction—honor camps	1,735,860.19			1,735,860.19
Land and buildings	9,298,885.15	1,883,828.87		11,182,714.02
Total capital outlay	$323,511,900.43	$93,492,821.13		$417,004,721.56
Current expenses				
Administration—headquarters office	$4,365,767.92			$4,365,767.92
Administration—district offices	2,858,574.19			2,858,574.19
Administration—Division of Contracts and Rights of Way	756,465.07			756,465.07
Administration—Department of Public Works	237,748.56			237,748.56
Pro rata charges for services of general administrative agencies	1,077,892.13			1,077,892.13
Maintenance of state highways	31,636,750.68	$345,028.24		31,981,778.92
Maintenance and operation—Martinez-Benicia Ferry	244,311.64			244,311.64
Maintenance of toll bridges	1,698,535.67	697.54		1,699,233.21
Highway planning	1,947,860.99			1,947,860.99
Supervision of outdoor advertising	77,656.77			77,656.77
Board of Control claims	26,045.51			26,045.51
Total current expenses	$44,927,609.13	$345,725.78		$45,273,334.91
Other expenditures and subventions				
State aid—grade separations	$1,049,018.77	$2,682,029.77		$3,731,048.54
State aid—grade crossing protection Ch. 1739/53, 1/56 and 1/58	136,927.52			136,927.52
State aid—county highways	6,225,822.65	986,028.30		7,211,850.95
Work for other agencies	1,463,881.33	1,448,321.18		2,912,202.51
To cities—for adm. and engr.—Section 2107.5 Streets and Highways Code	1,153,095.28			1,153,095.28
To cities—for city streets—Sections 194 and 2107 Streets and Highways Code	29,435,042.67	218,505.77		29,653,548.44
Total—other expenditures and subventions	$39,463,788.22	$5,334,885.02		$44,798,673.24
Totals—1958-59 Fiscal Year Budget	$407,903,297.78	$99,173,431.93		$507,076,729.71
1957-58 Fiscal Year Budget	$75,508,811.53	$17,660,681.29	$95,823,125.82	$—2,653,633.00
1956-57 Fiscal Year Budget	19,066,359.53	3,121,146.31	25,279,058.73	—3,091,552.89
1955-56 Fiscal Year Budget	1,682,597.07	117,024.92	2,410,688.90	—611,066.91
1954-55 Fiscal Year Budget	73,167.51	8,828.00	167,673.20	—85,677.69
Total—fiscal budgets	$96,330,935.64	$20,907,680.52	$123,680,546.65	$—6,441,930.49
Special Budgets				
County highway budgets	$17,234,272.21	$5,383,669.21	$5,638,030.03	$16,979,911.39
Access highway budgets	17,158.84	32,740.63	28,409.30	21,490.17
Totals—special budgets	$17,251,431.05	$5,416,409.84	$5,666,439.33	$17,001,401.56
Totals—state highway and special budgets	$521,485,664.47	$125,497,522.29	$129,346,985.98	$517,636,200.78

STATEMENT A-5

ANALYSIS OF INCOME RECEIVED BY DIVISION OF HIGHWAYS BY FISCAL YEARS TO JUNE 30, 1959

Fiscal year	Total annual revenue [a]	Federal Government		Contributions	State General Fund Appropriations [a]	1st, 2d, 3d, Highway Funds	Advertising license fees	Miscellaneous	Highway users tax revenue*
		Subventions	Reimbursements						
1911-1930	$237,587,686.25	$28,908,842.71		$4,007,815.66	$2,546,423.82	[b]$74,112,243.50			$128,012,360.56
1930-1931	32,500,095.88	4,493,802.63		369,022.47	[c]—207,926.44				27,845,197.22
1931-1932	32,186,234.92	7,205,767.53		173,425.77	20,000.00				24,787,041.62
1932-1933	34,502,696.49	7,108,490.62	$6,841.99	173,642.52					27,213,721.36
1933-1934	33,271,262.63	6,298,332.79		293,995.95			$22,000.81		26,656,933.08
1934-1935	37,866,497.26	9,825,358.70	215,890.62	469,154.67			24,596.24	$6,573.55	27,324,923.48
1935-1936	39,908,589.73	9,470,856.18	79,493.05	486,915.31			25,763.17	15,180.45	29,830,381.57
1936-1937	49,483,583.41	16,367,504.01	204,262.50	—116,801.77			30,490.80	6,620.59	32,991,507.28
1937-1938	44,952,706.70	8,741,708.09	131,892.00	782,634.60			32,674.33	715.26	35,263,082.42
1938-1939	45,000,245.99	8,449,380.08	820,367.00	460,909.47			28,439.71	—632.95	35,241,782.68
1939-1940	44,338,155.41	5,912,599.09	240,042.41	297,202.34			32,976.79		37,855,334.78
1940-1941	48,841,753.86	7,519,430.13	358,404.41	1,462,901.21			34,652.96		39,466,365.15
1941-1942	50,993,637.06	5,605,301.95	29,922.66	654,882.26			34,343.55	3.23	44,669,183.41
1942-1943	53,719,278.04	3,853,645.32	11,492,872.08	867,935.21			27,661.44		37,477,163.99
1943-1944	58,417,281.65	2,791,209.86	8,072,823.03	484,758.31	13,520,000.00		27,055.05		33,521,435.40
1944-1945	39,141,969.64	773,730.33	3,919,577.06	85,298.12			29,234.68	66,366.75	34,267,762.70
1945-1946	64,885,373.90	1,570,816.84	3,003,195.50	5,207,950.33	12,000,000.00		31,916.20	235,731.77	42,835,763.26
1946-1947	76,693,102.06	14,117,048.45	4,952,648.83	1,943,481.04			43,565.74	254,698.49	55,381,659.51
1947-1948	107,258,065.59	23,001,565.00	2,853,476.17	—4,400,465.80	[c]—487.40		55,367.80	1,119,019.25	84,629,590.57
1948-1949	159,245,449.65	21,489,118.59	745,473.29	3,107,568.58	[c]—12,255.27		62,258.54	543,004.33	133,310,281.59
1949-1950	158,235,845.81	16,436,416.71	1,360,058.47	6,627,334.03			64,588.27	118,326.16	133,629,122.17
1950-1951	167,164,240.83	16,666,069.24	303,359.27	5,471,625.46			61,676.72	819,259.91	143,842,250.23
1951-1952	185,196,566.72	19,985,097.37	6,416.51	6,251,769.85			70,438.66	6,719,506.41	152,163,337.92
1952-1953	208,834,622.81	31,488,776.51	477,304.36	7,306,413.91			85,019.19	793,402.15	168,683,706.69
1953-1954	311,959,252.61	27,995,235.16	380,050.80	10,706,719.54			76,751.86	775,022.45	272,025,472.80
1954-1955	312,712,195.19	37,777,925.56	414,184.58	6,900,481.26			79,145.96	1,550,101.06	265,990,356.77
1955-1956	348,695,090.95	45,550,639.80	544,325.21	5,996,871.38			81,994.07	8,943,090.17	287,578,170.32
1956-1957	424,436,159.70	97,795,051.76	425,430.74	7,452,621.08			80,590.61	11,357,747.58	307,324,717.93
1957-1958	458,735,602.24	130,045,464.04	914,640.80	21,839,654.75			80,423.13	1,406,774.44	304,448,645.08
1958-1959	525,227,620.56	197,978,868.95	446,648.57	17,922,000.75			77,000.24	1,193,363.22	307,609,738.83
Totals	$4,391,990,863.54	$815,224,054.00	$42,399,601.91	$113,287,718.26	$27,865,754.71	$74,112,243.50	$1,300,626.52	[d]$35,923,874.27	[d]$3,281,876,990.37

[a] Includes $275,733.33 paid direct by State Controller to State Highway Engineer and Highway Commissioners.
[b] Includes a credit of $222,160.50 which represents a discount on bonds.
[c] Represents reduction of revenue due to reversion of appropriation.
[d] Does not include apportionment for June 1959, received July 1959—$19,660,886.23.
[e] Includes following:

Net earnings on investments	$9,919,553.98	Repayment for Bay Bridge approach	$6,519,848.91
Recoveries United States war damage claims	1,787,359.95	Interest on loans to Toll Bridge Authority	7,128.30
Franchise tax—toll ferries	8,188.52	Miscellaneous revenue	327,791.85
Proceeds—sale of Topock Bridge	18,739.50	Martinez-Benicia Ferry	553,448.66
Cancelled warrants escheated	19,087.79	Repayment for maintenance—operation Bay Bridge	16,695,204.71
		Repayment for Carquinez Bridge studies	67,522.10

STATEMENT A-5—Continued

ANALYSIS OF HIGHWAY USERS TAX REVENUE

(For prior years refer to Second and Seventh Annual Reports)

	1958-59 fiscal year	1957-58 fiscal year	1956-57 fiscal year	1955-56 fiscal year	1954-55 fiscal year	1953-54 fiscal year
Motor Vehicle Fuel Taxes:						
Gasoline tax	$228,738,839.58	$217,278,258.72	$209,440,750.42	$196,628,368.47	$180,127,679.17	$179,116,829.17
Use fuel tax	18,327,568.13	17,794,848.70	16,677,562.75	15,428,185.01	13,928,787.53	12,522,308.54
Miscellaneous	274,406.24	262,304.43	183,018.07	230,252.64	157,347.90	268,149.30
Motor vehicle transportation	9,725,202.29	14,889,149.85	16,621,882.41	14,790,804.61	12,826,444.06	14,269,413.97
Motor vehicle registration and weight fees	62,136,274.59	65,284,363.38	74,817,772.37	70,085,875.87	68,223,798.56	74,540,281.12
Total apportionments	$319,202,290.83	$315,508,925.08	$317,740,986.02	$297,163,486.60	$275,264,057.22	$280,716,982.10
Deduct: Disbursements by State Controller to counties—Section 2104	$11,592,552.00	$11,060,280.00	$10,416,268.09	$9,585,316.28	$9,273,700.45	$8,691,509.30
Net transfer to State Highway Fund	$307,609,738.83	$304,448,645.08	$307,324,717.93	$287,578,170.32	$265,990,356.77	$272,025,472.80

STATEMENT A-6

FEDERAL SUBVENTIONS AND REIMBURSEMENTS

ANALYSIS OF FEDERAL FUNDS RECEIVED BY THE DIVISION OF HIGHWAYS BY FISCAL YEARS TO JUNE 30, 1959

Fiscal Year	Total	Subventions						Reimbursements**
		Primary federal aid	Urban federal aid	Interstate federal aid	Secondary federal aid	Emergency relief	Closed programs*	
1917-1930	$28,908,842.71	$28,908,842.71						
1930-1931	4,493,802.63	4,493,802.63						
1931-1932	7,205,767.53	4,196,940.18					$3,008,827.35	
1932-1933	7,115,332.61	3,744,429.15					3,364,061.47	$6,841.99
1933-1934	6,298,332.79	654,740.26					5,643,592.53	
1934-1935	10,041,249.32	32,971.95					9,792,386.75	215,890.62
1935-1936	9,550,349.23	633,045.90					8,837,810.28	79,493.05
1936-1937	16,571,766.51	4,911,042.70					11,456,461.31	204,262.50
1937-1938	8,873,600.09	5,454,817.96			$389,307.08		2,897,583.05	131,892.00
1938-1939	9,269,747.08	4,470,223.49			2,067,994.96	$867,830.00	1,043,331.63	820,367.00
1939-1940	6,152,641.50	3,214,413.47			1,940,652.60	598,791.74	158,741.28	240,042.41
1940-1941	7,877,834.54	5,512,786.00			1,473,193.89	316,189.64	217,260.60	358,404.41
1941-1942	5,635,224.61	3,896,659.66			1,519,440.33	159,392.86	29,809.10	29,922.66
1942-1943	15,346,517.40	3,258,650.78			331,106.78	17,285.76	246,602.00	11,492,872.08
1943-1944	10,864,032.89	1,575,411.24			572,764.04		643,034.58	8,072,823.03
1944-1945	4,693,307.39	464,102.88			213,884.81		95,742.64	3,919,577.06
1945-1946	4,574,012.34	529,544.49			530,050.35		511,222.00	3,003,195.50
1946-1947	19,069,697.28	8,151,245.04	$3,754,386.02		1,219,841.44		991,575.95	4,952,648.83
1947-1948	25,855,041.17	9,791,511.38	8,148,358.78		5,021,110.01		40,584.83	2,853,476.17
1948-1949	22,234,591.88	7,502,294.48	8,976,998.00		4,956,506.11		53,320.00	745,473.29
1949-1950	17,796,475.18	6,134,122.30	5,090,623.05		4,981,156.36		230,515.00	1,360,058.47
1950-1951	16,969,428.51	7,364,265.79	5,378,000.47		3,923,802.98			303,359.27
1951-1952	19,991,513.88	8,672,035.00	5,779,452.88		4,981,876.49	551,733.00		6,416.51
1952-1953	31,966,080.87	11,613,232.09	13,940,688.53		5,491,701.89	443,154.00		477,304.36
1953-1954	28,375,285.96	11,290,073.05	10,704,506.25	$515,656.00	5,236,031.86	248,968.00		380,050.80
1954-1955	38,192,110.14	12,180,626.95	16,419,252.17	2,026,973.00	7,061,817.23	89,256.21		414,184.58
1955-1956	46,094,965.01	15,397,689.00	16,077,255.27	7,202,120.00	6,873,575.53			544,325.21
1956-1957	98,220,482.50	14,604,556.00	16,087,537.00	57,231,178.00	7,549,864.76	2,321,916.00		425,430.74
1957-1958	130,960,104.84	19,648,965.00	20,690,646.58	78,575,862.00	7,623,491.50	3,506,498.96		914,640.80
1958-1959	198,425,517.52	22,600,973.00	17,061,341.00	141,584,078.68	13,081,083.00	3,651,393.27		446,648.57
Totals	$857,623,655.91	$230,904,014.53	$148,109,046.00	$287,135,867.68	$87,040,254.00	$12,772,409.44	$49,262,462.35	$42,399,601.91

* Analysis of closed programs.

Emergency Advance Fund	$3,008,827.35
Emergency Relief and Construction Fund	4,667,188.00
Public Works Highway Fund	23,539,560.00
Strategic Network Fund	2,413,607.00
Advance Engineering Fund	398,990.00
Works Program Highway Fund	7,747,928.00
Works Program Grade Crossing Fund	7,486,362.00
Total closed programs	$49,262,462.35

** Analysis of reimbursements.

Public Works Administration Grants	$1,011,503.16
Flight Strip Fund	2,245,325.45
Access Highway Funds	37,467,123.36
Federal Lands Highway Funds	1,675,649.94
Total reimbursements	$42,399,601.91

NOTE: For a comparison of these federal reimbursements to apportionments of federal funds to California refer to the table on page 46.

STATEMENT A-7

EXPENDITURES BY DIVISION OF HIGHWAYS TO JUNE 30, 1959 CLASSIFIED AS TO FUNCTION

Item	Totals to June 30, 1959		July 1, 1958-June 30, 1959		July 1, 1957-June 30, 1958		July 1, 1956-June 30, 1957	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
Preliminary engineering	$210,526,025.44	4.94	$32,590,394.07	6.25	$29,158,262.28	6.46	$25,168,691.68	5.83
Construction engineering	180,069,808.82	4.23	22,940,317.70	4.40	21,894,486.85	4.85	18,757,035.49	4.34
Rights-of-way	823,925,577.60	19.34	125,042,909.13	23.98	104,066,593.54	23.07	112,476,126.45	26.05
Construction and improvement—day labor	103,782,236.66	2.44	1,574,963.14	.30	1,988,330.04	.44	1,725,445.67	.40
Construction and improvement—contract	1,797,126,874.54	42.18	235,408,080.79	45.14	208,620,457.20	46.25	189,293,087.91	43.84
Construction and improvement—advances	7,458,170.59	.17	1,631,208.37	.32	829,900.64	.18	2,402,923.54	.56
Joint highway districts	4,033,220.28	.09					29,557.30	.01
Cities ¼ cent state highways—construction	48,479,655.29	1.14						
Construction—state aid—grade separation	1,049,018.77	.02	1,049,018.77	.20				
Honor camp construction	39,090,643.34	.92	1,735,860.19	.33	1,644,426.30	.37	1,664,687.21	.38
Total construction and improvement	$3,215,541,231.33	75.47	$421,972,752.16	80.92	$368,202,456.85	81.62	$351,517,555.25	81.41
Aid to counties	$25,000.00							
Flight strip construction	2,245,325.45	.05						
County postwar projects	1,499,512.60	.04						
Work for other agencies	10,416,411.62	.24	$2,666,742.35	.51	$2,196,741.29	.49	$705,158.99	.16
Emergency damage repairs	32,398,861.96	.76	8,139,328.71	1.56	6,031,380.09	1.34	9,180,067.53	2.13
Maintenance	469,457,792.75	11.02	31,849,561.25	6.11	30,085,112.54	6.67	27,079,948.31	6.27
San Francisco-Oakland Bay Bridge mtce., oper. and ins.	16,627,364.37	.39						
Martinez Benicia Ferry—oper. and mtce.	1,129,801.32	.03	244,311.64	.04	230,143.34	.05	162,942.56	.04
Maintenance toll bridges (Section 188.3, S & H Code)	2,856,407.80	.07	1,698,535.67	.33	1,157,872.13	.26		
Cities ¼ cent state highways—maintenance	9,695,523.75	.23						
City streets (Section 194 S & H Code)	310,517,156.57	7.29	30,808,800.80	5.91	27,847,722.25	6.17	28,851,612.15	6.68
Damage claims paid	197,950.28		26,045.51		9,871.31		4,537.06	
Highway planning	9,207,288.86	.22	841,957.09	.16	1,178,000.54	.26	871,658.59	.20
Planning survey	12,061,282.64	.28	1,105,903.90	.21	1,161,099.29	.26	1,124,026.16	.26
State aid—grade crossing protection Ch. 1793/53 & Ch. 1/56	669,842.25	.02	136,927.52	.03	146,123.40	.03	156,678.61	.04
Supervision of outdoor advertising	1,282,723.07	.03	77,656.77	.01	86,286.92	.02	90,578.06	.02
Plants and equipment	56,259,014.34	1.32	12,620,693.23	2.42	4,055,333.70	.90	4,482,136.74	1.04
Total mtce., special activities & miscellaneous	$936,547,259.63	21.99	$90,216,464.44	17.29	$74,185,686.80	16.45	$72,709,344.76	16.84
Administration expense								
District offices	$43,815,664.91	1.03	$2,858,574.19	.55	$2,742,199.26	.61	$2,511,558.26	.58
Headquarters office	47,023,176.78	1.10	4,365,767.92	.84	4,159,108.89	.92	3,624,983.45	.84
Division of Contracts and Rights of Way	4,526,444.45	.11	756,465.07	.15	672,730.48	.15	480,129.52	.11
Department of Public Works	2,853,651.21	.06	237,748.56	.04	244,458.35	.06	215,246.09	.05
Other state departments	9,789,339.68	.23	1,077,892.13	.21	869,730.86	.19	736,070.57	.17
Paid direct by State Controller	275,733.33	.01						
Federal nonhighway	7,744.73							
Total administration	$108,291,755.09	2.54	$9,296,447.87	1.79	$8,688,227.84	1.93	$7,567,987.89	1.75
Grand total	$4,260,380,246.05	100.00	$521,485,664.47	100.00	$451,076,371.49	100.00	$431,794,887.90	100.00

STATEMENT A-7—Continued

EXPENDITURES BY DIVISION OF HIGHWAYS TO JUNE 30, 1959 CLASSIFIED AS TO FUNCTION

Item	July 1, 1955-June 30, 1956		July 1, 1954-June 30, 1955		July 1, 1953-June 30, 1954		March 1, 1912-June 30, 1953	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
Preliminary engineering	$19,737,031.62	5.69	$17,200,385.97	5.89	$14,735,723.88	5.42	$71,935,535.94	3.70
Construction engineering	15,227,789.90	4.39	12,382,525.88	4.24	11,906,251.06	4.38	76,961,401.94	3.96
Rights-of-way	102,267,614.70	29.46	79,463,448.42	27.21	72,845,446.45	26.81	227,763,438.91	11.71
Construction and improvement—day labor	1,152,543.46	.33	907,679.25	.31	1,702,880.89	.62	94,730,394.21	4.87
Construction and improvement—contract	139,712,050.64	40.25	128,906,065.66	44.15	106,490,310.86	39.20	788,696,821.48	40.54
Construction and improvement—advances	1,376,792.52	.40	469,311.42	.16	748,034.10	.28		
Joint highway districts			5,952.78		21,900.00	.01	3,975,810.20	.20
Cities ¼ cent state highways—construction	4,563.54		340,640.86	.12	16,239.00		48,118,211.89	2.47
Construction—state aid—grade separation								
Honor camp construction	1,878,439.97	.54	1,580,471.42	.54	1,046,536.76	.39	29,540,221.49	1.52
Total construction and improvement	$281,356,826.35	81.06	$241,256,481.66	82.62	$209,513,323.00	77.11	$1,341,721,836.06	68.97
Aid to counties							$25,000.00	
Flight strip construction							2,245,325.45	.12
County postwar projects							1,499,512.60	.08
Work for other agencies	$468,798.36	.13	$558,437.69	.19	$254,251.97	.09	3,566,280.97	.18
Emergency damage repairs	5,053,104.31	1.45	98,264.36	.03	667,311.71	.25	3,229,405.25	.17
Maintenance	23,939,764.39	6.90	23,350,792.69	8.00	23,816,923.91	8.77	309,335,689.66	15.90
San Francisco-Oakland Bay Bridge mtce., oper. and ins.	420,588.41	.12	955,707.10	.33	1,019,112.68	.38	14,231,956.18	.73
Martinez-Benicia Ferry—oper. and mtce.	36,536.79	.01	263,478.84	.09	192,388.15	.07		
Maintenance toll bridges (Section 188.3, S & H Code)								
Cities ¼ cent state highways—maintenance							9,695,523.75	.50
City streets (Section 194 S & H Code)	23,247,213.23	6.70	22,854,233.40	7.83	24,539,565.12	9.03	152,368,009.62	7.83
Damage claims paid	22,409.78		5,974.24		18,353.09	.01	110,759.29	.01
Highway planning	658,007.87	.19	514,863.10	.17	473,726.81	.17	4,669,074.86	.24
Planning survey	1,046,492.45	.30	1,098,506.01	.38	1,358,228.72	.50	5,167,026.11	.26
State aid—grade crossing protection Ch. 1793/53 & Ch. 1/56	163,838.46	.05	66,274.26	.02				
Supervision of outdoor advertising	86,850.19	.03	77,372.63	.03	74,148.29	.03	789,830.21	.04
Plants and equipment	3,990,543.15	1.15	—5,321,388.33	—1.82	3,833,609.17	1.41	32,598,086.68	1.68
Total mtce., special activities & miscellaneous	$59,134,147.39	17.03	$44,522,515.99	15.25	$56,247,619.62	20.71	$539,531,480.63	27.74
Administration expense								
District offices	$2,229,856.88	.64	$2,091,638.50	.72	$2,035,020.81	.75	$29,346,817.01	1.51
Headquarters office	3,140,019.25	.91	3,007,438.47	1.03	2,852,250.52	1.05	25,873,608.28	1.33
Division of Contracts and Rights of Way	391,747.93	.11	355,813.63	.12	339,403.06	.13	1,530,154.76	.08
Department of Public Works	180,742.28	.05	173,667.13	.06	163,334.35	.06	1,638,454.45	.09
Other state departments	674,448.79	.20	580,779.47	.20	527,806.39	.19	5,322,611.47	.27
Paid direct by State Controller							275,733.33	.01
Federal nonhighway							7,744.73	
Total administration	$6,616,815.13	1.91	$6,209,337.20	2.13	$5,917,815.13	2.18	$63,995,124.03	3.29
Grand total	$347,107,788.87	100.00	$291,988,334.85	100.00	$271,678,757.75	100.00	$1,945,248,440.72	100.00

STATEMENT A-8

EXPENDITURES BY DIVISION OF HIGHWAYS BY FISCAL YEARS TO JUNE 30, 1959 CLASSIFIED AS TO LOCATION AND PURPOSE

		EXPENDITURES ON HIGHWAYS					
		CONSTRUCTION—RECONSTRUCTION—IMPROVEMENTS (Includes right of way and engineering)				MAINTENANCE	
		On state system		Off state system		On state system	
Fiscal year	Total annual expenditures	Rural	Incorporated cities[a]	Rural	Incorporated cities	Rural[d]	Incorporated cities[a, d]
1912-1922	$68,361,014.24	$58,325,400.50	----------	----------	----------	$6,054,750.20	----------
1922-1932	224,737,918.23	166,902,397.24	----------	----------	----------	45,642,272.68	----------
1932-1933	32,786,119.62	25,723,627.17	----------	----------	----------	5,798,548.59	----------
1933-1934	37,452,543.60	23,402,416.28	$4,638,166.41	----------	----------	6,932,564.30	$152,734.25
1934-1935	37,040,554.33	18,104,194.71	8,928,290.86	----------	----------	7,816,765.34	391,000.05
1935-1936	39,830,927.04	16,701,201.60	8,634,353.94	$1,268,465.33	$571,200.81	8,106,142.64	344,244.63
1936-1937	52,821,202.30	27,797,019.96	8,300,705.08	1,101,529.62	1,222,683.57	8,242,656.83	585,831.87
1937-1938	45,502,801.57	20,583,220.64	6,037,406.96	479,047.72	84,415.93	10,660,911.63	815,667.77
1938-1939	40,819,148.25	18,693,429.11	6,321,442.34	951,170.21	129,799.77	8,251,152.62	796,911.44
1939-1940	40,707,094.78	13,797,241.12	9,728,359.64	280,213.25	392,268.37	9,264,651.07	806,795.17
1940-1941	44,381,875.46	17,813,894.42	7,417,103.64	355,928.77	368,231.99	10,411,642.26	868,571.11
1941-1942	46,121,459.90	17,225,613.06	8,525,185.35	818,644.01	488,817.68	10,829,171.28	770,869.58
1942-1943	45,410,468.21	14,362,833.06	7,712,064.09	5,931,094.80	2,494,589.97	7,969,320.59	630,487.03
1943-1944	39,800,851.47	13,101,706.83	6,957,153.30	2,573,799.26	2,099,003.98	8,942,213.48	678,702.17
1944-1945	33,913,977.05	9,058,987.84	7,262,843.91	960,649.42	1,265,966.71	9,517,678.37	725,291.70
1945-1946	45,066,227.32	15,408,000.51	9,334,769.81	366,536.78	769,921.82	11,315,872.43	831,270.44
1946-1947	90,196,694.18	36,579,031.21	22,903,661.00	2,956,086.33	2,223,875.42	11,841,138.56	925,732.69
1947-1948	123,900,815.94	41,457,090.93	36,142,965.49	8,895,364.24	1,338,983.42	14,500,884.68	1,828,416.02
1948-1949	163,759,209.01	60,553,256.77	44,259,366.15	7,604,029.80	584,757.42	15,724,397.17	2,613,879.51
1949-1950	144,319,551.29	56,865,275.87	35,374,025.86	6,889,645.56	514,516.75	16,010,264.50	3,390,076.06
1950-1951	157,242,370.02	62,805,589.56	40,012,581.72	5,462,143.96	—10,633.58	17,017,848.81	3,491,881.17
1951-1952	180,426,281.84	72,481,402.84	43,202,077.17	8,402,527.55	10,400.74	20,247,504.10	3,854,698.79
1952-1953	210,649,335.07	83,658,310.98	60,939,493.10	8,922,100.12	13,402.79	19,519,183.92	3,910,615.91
1953-1954	271,678,757.75	112,321,699.02	91,597,723.11	7,258,275.09	150.17	20,097,930.57	3,911,381.49
1954-1955	291,988,343.85	130,617,874.51	101,965,185.99	9,720,215.27	----------	19,525,942.96	4,088,328.57
1955-1956	347,107,788.87	144,231,943.40	131,081,841.64	11,512,170.49	----------	19,529,528.42	4,446,772.76
1956-1957	431,794,887.90	174,102,305.75	173,217,277.92	13,346,607.58	1,874.23	21,941,784.58	5,301,106.29
1957-1958	451,076,371.49	185,442,878.29	174,319,788.77	14,470,119.79	1,050.09	23,936,857.34	7,536,270.67
1958-1959	521,485,664.47	192,836,228.11	210,552,999.59	26,721,177.93	1,675.24	25,157,497.22	8,634,911.34
Totals	$4,260,380,246.05	$1,830,954,071.29	$1,265,366,832.84	$147,247,542.88	$14,566,953.29	$420,807,077.14	$62,332,448.48

	SUBVENTIONS					
Fiscal year	To counties[b]	To cities[c]	Administration special investigations and highway planning survey	Equipment plants and miscellaneous	Supervision of outdoor advertising	Flight strip construction
1912-1922	----------	----------	$1,280,938.17	$2,699,925.37	----------	----------
1922-1932	$1,492,654.65	----------	8,882,095.68	1,818,497.98	----------	----------
1932-1933	62,560.10	----------	1,100,206.71	101,177.05	----------	----------
1933-1934	663,574.94	----------	1,196,685.82	448,509.35	$17,892.25	----------
1934-1935	16,840.85	----------	1,432,696.29	322,789.99	27,976.24	----------
1935-1936	158,722.14	$1,902,631.42	1,308,224.36	815,824.31	19,915.86	----------
1936-1937	100,000.00	3,587,123.05	1,935,760.95	—81,503.43	29,394.80	----------
1937-1938	201,338.64	4,000,269.75	1,865,727.42	742,419.71	32,375.40	----------
1938-1939	25,765.86	4,081,769.62	1,809,589.34	—275,434.69	33,552.63	----------
1939-1940	43,000.00	4,225,718.94	1,873,339.46	264,964.67	30,543.09	----------
1940-1941	148,583.00	4,445,932.35	2,225,063.14	296,191.37	30,733.41	----------
1941-1942	127,589.00	4,609,321.49	2,302,842.51	352,027.07	33,409.44	$37,969.43
1942-1943	142,935.33	3,287,591.87	2,213,377.30	—1,023,007.54	26,855.64	1,662,326.07
1943-1944	633,302.97	2,790,587.92	2,121,896.02	—622,878.54	28,330.24	497,033.84
1944-1945	740,305.93	2,518,438.75	2,020,528.01	—218,378.17	29,669.50	31,995.08
1945-1946	134,438.62	3,615,319.61	2,727,478.02	511,236.91	34,106.88	17,275.49
1946-1947	189,354.39	6,444,492.83	3,546,057.27	2,546,797.00	41,677.70	—1,210.22
1947-1948	73,030.10	8,397,994.99	4,723,433.50	6,487,123.09	55,593.72	—64.24
1948-1949	112,000.00	22,798,998.23	5,276,547.59	4,173,996.96	57,979.41	----------
1949-1950	223,856.80	17,075,069.59	5,125,217.97	2,789,038.02	62,564.31	----------
1950-1951	71,768.78	19,301,741.75	5,775,391.61	3,253,504.99	60,551.25	----------
1951-1952	95,572.22	20,228,515.23	6,296,326.58	5,540,682.24	66,574.38	----------
1952-1953	43,128.48	21,449,541.20	6,791,801.28	5,331,623.23	70,134.06	----------
1953-1954	21,900.00	24,539,565.12	7,749,770.66	4,106,214.23	74,148.29	----------
1954-1955	39,959.49	22,887,725.52	7,822,706.31	—4,756,976.40	77,372.63	----------
1955-1956	90,322.34	23,325,292.89	8,321,315.45	4,481,751.29	86,850.19	----------
1956-1957	83,328.52	28,954,519.54	9,563,672.64	5,191,832.79	90,578.06	----------
1957-1958	51,128.85	27,942,716.80	11,037,198.98	6,252,074.99	86,286.92	----------
1958-1959	78,296.57	30,867,431.75	11,270,354.37	15,287,435.58	77,656.77	----------
Totals	$5,865,258.57	$313,278,310.21	$129,596,243.41	$66,837,459.42	$1,282,723.07	$2,245,325.45

[a] Includes cities ½-cent state highway funds.
[b] Includes joint highway districts, county postwar projects and aid to counties, but excludes state-aid county highways.
[c] Includes cities-city street funds and cities ½-cent state highway funds.
[d] Includes maintenance of toll bridges under Section 188.3 of Streets and Highways Code—see Statement 7 for detail by years.

STATEMENT A-9

STATEMENT OF EXPENDITURES IN COUNTIES FOR CONSTRUCTION, RECONSTRUCTION, IMPROVEMENTS AND MAINTENANCE JANUARY 1, 1912 TO JUNE 30, 1959

(Expenditures Shown Include Expenditures of Contributions Received From Counties and Other Expenditures in Joint Highway Districts But Excludes City Gasoline Tax Expenditures)

	Construction, Reconstruction, Improvements Expenditures		Maintenance Expenditures	
	1958-59 F.Y. July 1, 1958 June 30, 1959	Totals Jan. 1, 1912 June 30, 1959	1958-59 F.Y. July 1, 1958 June 30, 1959	Totals Jan. 1, 1912 June 30, 1959
Alameda	$21,729,402.99	$193,288,785.86	$1,275,254.69	$11,112,719.17
Alpine	188,229.10	4,361,777.36	130,564.21	2,177,478.87
Amador	861,785.09	8,328,085.53	175,296.22	4,181,483.38
Butte	3,896,669.44	26,274,627.73	315,670.58	5,531,630.09
Calaveras	1,102,846.45	8,672,202.26	190,719.34	3,908,376.84
Colusa	601,802.25	9,201,660.75	174,572.91	2,636,129.93
Contra Costa	12,505,711.10	93,807,059.31	884,717.56	8,110,295.76
Del Norte	1,055,089.14	17,058,401.09	331,023.42	6,305,693.77
El Dorado	1,347,053.67	16,453,991.40	566,302.96	7,812,436.25
Fresno	4,967,953.31	47,642,536.26	751,456.46	9,075,116.70
Glenn	1,166,304.58	7,642,598.73	91,470.96	2,160,782.86
Humboldt	9,500,107.28	66,561,562.75	904,966.10	16,900,208.60
Imperial	2,020,506.24	35,026,977.26	360,640.31	7,122,818.02
Inyo	1,032,806.81	11,896,835.19	348,658.76	6,147,282.41
Kern	12,536,126.06	77,831,268.40	1,074,370.89	17,694,949.84
Kings	1,212,127.66	8,347,329.61	122,567.40	2,474,103.13
Lake	996,362.77	9,568,849.64	246,921.29	4,244,262.75
Lassen	932,494.51	12,731,723.86	383,512.71	6,310,913.45
Los Angeles	103,208,836.46	764,629,297.05	3,976,303.77	41,985,101.04
Madera	2,120,054.73	20,898,515.31	174,957.10	2,776,847.28
Marin	4,484,324.47	53,752,038.67	519,778.23	5,885,519.91
Mariposa	403,885.36	12,587,689.46	139,291.43	2,896,440.67
Mendocino	5,792,812.14	49,356,181.84	879,072.83	14,468,291.69
Merced	2,055,228.99	27,269,904.95	282,097.68	4,932,782.41
Modoc	493,171.55	12,674,889.71	291,645.39	4,890,595.37
Mono	958,494.83	12,478,511.01	796,501.14	9,936,500.91
Monterey	4,677,884.31	54,893,377.76	682,543.53	10,273,846.42
Napa	2,049,478.05	13,441,477.44	216,381.38	3,496,902.72
Nevada	17,176,030.64	31,696,356.10	503,915.05	8,458,678.23
Orange	20,935,853.44	115,783,104.76	767,470.17	9,388,125.39
Placer	14,514,568.48	50,502,278.47	607,781.99	8,291,689.31
Plumas	1,010,323.26	14,288,919.84	464,356.64	7,148,964.51
Riverside	13,371,735.78	89,287,579.04	941,718.00	14,047,778.33
Sacramento	11,341,286.32	60,315,150.58	642,258.26	9,144,194.94
San Benito	893,989.10	8,409,367.48	128,429.11	2,304,263.72
San Bernardino	18,475,760.53	117,529,092.42	1,949,684.75	28,763,910.88
San Diego	21,730,641.40	153,506,006.62	1,199,479.41	14,988,581.60
San Francisco	12,842,602.14	120,618,477.71	1,255,754.04	4,390,907.15
San Joaquin	3,372,816.04	47,576,417.03	471,640.76	7,602,105.95
San Luis Obispo	8,044,910.55	59,898,408.57	595,607.35	9,826,682.49
San Mateo	4,636,695.19	80,673,312.17	718,935.81	10,097,265.21
Santa Barbara	9,006,250.13	76,787,130.34	621,521.13	9,498,661.93
Santa Clara	16,095,599.72	79,154,545.97	628,412.83	8,864,825.29
Santa Cruz	1,918,143.86	23,901,065.21	237,306.96	5,050,845.43
Shasta	7,787,940.05	54,481,097.28	647,782.66	11,018,178.91
Sierra	719,928.74	8,248,591.45	229,349.36	3,023,202.86
Siskiyou	3,849,282.58	33,109,534.03	655,066.72	10,107,609.67
Solano	5,557,759.32	45,385,672.93	737,269.61	8,632,823.27
Sonoma	7,556,010.74	43,750,163.60	551,060.55	9,279,483.44
Stanislaus	2,278,397.99	22,773,870.74	195,433.95	3,039,895.36
Sutter	1,134,084.03	10,275,827.25	123,172.47	1,464,560.15
Tehama	1,476,263.53	17,215,473.97	362,277.32	6,405,110.35
Trinity	1,090,289.39	16,942,343.27	276,572.06	5,071,293.16
Tulare	5,101,383.37	50,606,762.69	574,295.80	8,300,932.04
Tuolumne	812,051.32	8,511,127.62	241,861.08	5,445,891.70
Ventura	7,548,312.11	61,853,812.30	655,946.75	10,702,878.16
Yolo	3,242,074.65	22,780,505.33	396,798.54	5,918,818.39
Yuba	2,693,547.13	13,332,988.52	123,990.18	1,716,333.81
Totals	$430,112,080.87	$3,215,873,139.48	*$33,792,408.56	*$473,444,001.87

* Includes maintenance of toll bridges under Section 188.3 of Streets and Highways Code; 1958-59 F.Y. $1,698,535.67; to date $2,856,407.80.

STATEMENT A-10

SERVICE AND SUPPLY DEPARTMENT

STATEMENT OF FINANCIAL TRANSACTIONS—WAREHOUSE OPERATIONS

July 1, 1958 to June 30, 1959

	Northern Warehouse		Southern Warehouse		Totals	
Sales		$1,915,765.04		$2,064,641.27		$3,980,406.31
Cost of sales:						
Inventories, July 1, 1958	$974,771.36		$891,964.52		$1,866,735.88	
Inventory adjustment and valuation	—27,436.24		—18,059.57		—45,495.81	
Adjusted inventories	947,335.12		873,904.95		1,821,240.07	
Purchases	1,858,854.67		1,978,392.68		3,837,247.35	
Inventories and purchases	2,806,189.79		2,852,297.63		5,658,487.42	
Inventories, June 30, 1959	1,093,765.35		997,698.48		2,091,463.83	
Cost of sales (disbursements)		1,712,424.44		1,854,599.15		3,567,023.59
Gross profit from sales (markup)		203,340.60		210,042.12		413,382.72
Operating expense:						
Salaries and wages	$166,205.93		$161,144.02		$327,349.95	
Paid overtime	3,062.92		2,273.93		5,336.85	
Equipment rental	8,259.59		7,853.90		16,113.49	
Equipment operation expense	1,457.68		1,740.89		3,198.57	
Light, heat, power and water	2,901.10		2,591.30		5,492.40	
Communications	2,258.38		3,376.83		5,635.21	
Miscellaneous office expense	2,197.40		2,408.34		4,605.74	
Packaging and shipping supplies	1,310.85		6,931.62		8,242.47	
Miscellaneous and special warehouse expense	2,951.72		2,228.66		5,180.38	
Inventory adjustments	—149.07		—1,480.42		—1,629.49	
Abatements to operating expense	—4,955.49		—793.11		—5,748.60	
Control ledger adjustments	—1,680.35		—1,013.51		—2,693.86	
County use tax	1,186.14		647.32		1,833.46	
Laboratory testing purchases	15,914.35		12,768.25		28,682.60	
Travel expense claims	367.45		529.55		897.00	
Outgoing freight	32,455.18		35,147.29		67,602.47	
Incoming freight	.00		—229.04		—229.04	
Freight between warehouse	1,524.07		268.04		1,792.11	
Research and testing	1,840.33		1,507.31		3,347.64	
Price adjustments	—1,647.68		—1,272.97		—2,920.65	
Total operating expense		235,460.50		236,628.20		472,088.70
Net loss from operations		—32,119.90		—26,586.08		—58,705.98
Cash discount earned		10,358.62		16,488.93		26,847.55
Net loss for year		—21,761.28		—10,097.15		—31,858.43
Surplus, July 1, 1958	$123,515.63		$73,573.46		$197,089.09	
Surplus adjustments	—29,455.77		—20,233.10		—49,688.87	
		94,059.86		53,340.36		147,400.22
Accumulated surplus June 30, 1959		$72,298.58		$43,243.21		$115,541.79

STATEMENT A-10—Continued

SERVICE AND SUPPLY DEPARTMENT

SUMMARY OF FINANCIAL TRANSACTIONS

July 1, 1947 to June 30, 1959

	Northern Warehouse		Southern Warehouse		Totals	
Sales		$14,911,236.98		$13,140,828.98		$28,052,065.96
Cost of sales:						
Purchases	$14,337,752.23		$12,716,695.67		$27,054,447.90	
Inventory adjustment and valuation	—35,122.69		—72,044.67		—107,167.36	
	$14,302,629.54		$12,644,651.00		$26,947,280.54	
Inventory June 30, 1959	1,093,765.35		997,698.48		2,091,463.83	
Cost of sales (disbursements)		13,208,864.19		11,646,952.52		24,855,816.71
Gross profits from sales (markups)		1,702,372.79		1,493,876.46		3,196,249.25
Operating expense		1,694,935.73		1,500,706.95		3,195,642.68
Net gain from operations		7,437.06		—6,830.49		606.57
Cash discount earned		58,265.67		84,370.30		142,635.97
Net income		65,702.73		77,539.81		143,242.54
Surplus adjustments		6,595.85		—34,296.60		—27,700.75
Accumulated surplus June 30, 1959		$72,298.58		$43,243.21		$115,541.79

STATEMENT A-11

STATEMENT OF SOURCES OF ACTUAL AND ESTIMATED REVENUE APPLIED TO BUDGETS REPORTED HEREIN

June 30, 1959

	State highway operating budgets					County highway budgets			
	1958-1959 Fiscal Year	1957-1958 Fiscal Year	1956-1957 Fiscal Year	1955-1956 Fiscal Year	1954-1955 Fiscal Year	I	II	Special	Access highway budget II
State and other funds:									
Highway users taxes									
Motor vehicle fuel tax	$229,013,245.82	$217,540,563.15	$209,623,768.49	$196,858,621.11	$180,285,027.07				
Use fuel tax	18,327,568.13	17,794,848.70	16,677,562.75	15,428,185.01	13,928,787.53				
Transportation tax	9,725,202.29	14,889,149.85	16,621,882.41	14,790,804.61	12,826,444.06				
Motor vehicle fees	62,136,274.59	65,284,363.38	74,817,772.37	70,085,875.87	68,223,798.56				
Total highway users tax	$319,202,290.83	$315,508,925.08	$317,740,986.02	$297,163,486.60	$275,264,057.22				
Less apportionment to counties Section 2104, Streets and Highways Code	11,592,552.00	11,060,280.00	10,416,268.09	9,585,316.28	9,273,700.45				
Net total highway users tax	$307,609,738.83	$304,448,645.08	$307,324,717.93	$287,578,170.32	$265,990,356.77				
Canceled warrants escheated	928.59	2,321.55	1,364.87	11,505.81	741.00				
Outdoor advertising fees	77,000.24	80,423.13	80,590.61	81,994.07	79,145.96				
Franchise tax-toll ferries	----------	----------	388.52	600.00	600.00				
Interest—state highway fund investments	902,090.98	1,228,503.76	2,183,336.45	1,214,007.99					
Interest—advances to toll bridge authority	175,737.47	52,096.25	24,567.79	21,257.78	22,933.29				
Contributions—highway work	15,867,857.49	10,899,644.19	14,316,110.10	2,204,357.92	4,812,204.92	$14,745,809.98	$9,783,167.47	$1,294,023.98	$18,448.36
Contributions—other agency work	2,914,964.77	1,685,469.34	3,604,325.72	241,545.93	696,809.40				
Contributions—emergency damage repairs—other agency roads	1,385,406.40	758,411.40	1,846,692.61	436,488.97					
Reimbursements—Bay Bridge operation and maintenance Sections 30605 and 30607, Streets and Highways Code	----------	----------	9,006,782.43	7,688,422.28					
Equipment depreciation and sales Adjustment for unamortized value of construction and automotive equipment	----------	----------	----------	----------	9,562,606.98				
Martinez-Benicia Ferry toll revenue	111,606.18	123,852.88	76,785.42	7,296.31	114,269.02				
Carquinez bridge reimbursement, Ch. 1722/53	----------	----------	----------	67,522.10					
Total state and other funds	$329,045,330.95	$319,279,367.58	$338,465,662.45	$299,553,169.48	$281,279,667.34	$14,745,809.98	$9,783,167.47	$1,294,023.98	$18,448.36

Federal funds:									
Federal aid apportionments									
Primary	$32,049,149.00	$17,656,495.00	$17,118,341.00	$14,495,550.00	$11,302,419.00				
Urban	23,821,609.00	19,000,084.00	18,211,275.00	15,378,016.00	11,990,492.00				
Interstate	126,959,953.00	96,947,850.00	66,820,982.00	9,770,990.00	1,156,953.00				
Secondary	562,050.00	331,619.00	1,525,165.00	1,206,941.00	1,097,180.00	$26,738,265.00	$40,568,896.00	$4,098,605.00	
Emergency relief funds	4,742,605.98	597,335.00	609,281.17	8,077,877.54	1,411,528.70				
Federal matching funds	4,982,602.00	----------	----------	----------	----------	----------	----------	306,435.00	
Federal government reimbursements	7,500.00	873,788.83	19,135.80	----------	190,000.00	----------	----------	----------	$2,190,356.14
Total federal funds	$193,125,468.98	$135,407,171.83	$104,304,179.97	$48,929,374.54	$27,148,572.70	$26,738,265.00	*$40,568,896.00	$4,405,040.00	$2,190,356.14
Total budgeted revenue	$522,170,799.93	$454,686,539.41	$442,769,842.42	$348,482,544.02	$308,428,240.04	$41,484,074.98	$50,352,063.47	$5,699,063.98	$2,208,804.50
Transfers from prior years	61,727,697.71	50,700,251.47	46,740,848.67	29,894,830.00	30,453,085.16				
Transfers to ensuing years	76,588,793.00	61,727,697.71	50,700,251.47	46,740,848.67	29,894,830.00				
Net adjusted budget and contributions	$507,309,704.64	$443,659,093.17	$438,810,439.62	$331,636,525.35	$308,986,495.20	$41,484,074.98	$50,352,063.47	$5,699,063.98	$2,208,804.50

* Includes Federal aid apportionment for the 1959-60 Fiscal Year totaling $8,724,389.

STATEMENT A-12 (a)

STATE HIGHWAY OPERATING BUDGET 1958-59 FISCAL YEAR

STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

	Unencumbered balance from 1957-58 Fiscal Year	Original budget	Budgetary adjustments	Contributions	Adjusted budget and contributions	Expenditures and obligations	Unencumbered balance
Preliminary engineering:							
North		$16,000,000.00	$—948,467.75		$15,051,532.25	$15,051,532.25	
Contributions—north				$203,016.33	203,016.33	202,894.13	[a]$122.20
South		14,500,000.00	2,483,839.76		16,983,839.76	16,983,839.76	
Contributions—south				126,230.17	126,230.17	126,230.17	
Totals		$30,500,000.00	$1,535,372.01	$329,246.50	$32,364,618.51	$32,364,496.31	[a]$122.20
Rights of way:							
North		$25,548,716.80	$16,386,287.90		$41,935,004.70	$41,935,004.70	
Contributions—north				$186,744.19	186,744.19	171,944.19	[a]$14,800.00
South		69,783,575.20	12,745,940.94		82,529,516.14	82,529,516.14	
Contributions—south				394,265.62	394,265.62	394,265.62	
Totals		$95,332,292.00	$29,132,228.84	$581,009.81	$125,045,530.65	$125,030,730.65	[a]$14,800.00
Construction engineering:							
North		$12,300,000.00	$—809,475.87		$11,490,524.13	$11,490,524.13	
Contributions—north				$290,750.34	290,750.34	290,750.34	
South		9,700,000.00	347,155.57		10,047,155.57	10,047,155.57	
Contributions—south				78,785.22	78,785.22	78,609.51	[a]$175.71
Totals		$22,000,000.00	$—462,320.30	$369,535.56	$21,907,215.26	$21,907,039.55	[a]$175.71
Major construction and improvement:							
North		$103,221,000.00	$—9,860,919.89		$93,360,080.11	$93,360,080.11	
Contributions—north				$1,869,976.30	1,869,976.30	1,798,215.52	[a]$71,760.78
South		101,608,000.00	6,196,930.07		107,804,930.07	107,804,930.07	
Contributions—south				12,380,203.51	12,380,203.51	12,308,069.99	[a]72,133.52
Totals		$204,829,000.00	$—3,663,989.82	$14,250,179.81	$215,415,189.99	$215,271,295.69	[a]$143,894.30
Minor improvement and betterment:							
North		$450,000.00	$—18,057.74		$431,942.26	$431,942.26	
Contributions—north				$10,600.37	10,600.37	10,600.37	
South		350,000.00	—132,264.06		217,735.94	217,735.94	
Contributions—south				14,465.88	14,465.88	14,450.42	[a]$15.46
Totals		$800,000.00	$—150,321.80	$25,066.25	$674,744.45	$674,728.99	[a]$15.46
State aid—grade separations:							
North		$2,250,000.00	$—641,953.67		$1,608,046.33	$1,608,046.33	
South		2,750,000.00	—626,997.79		2,123,002.21	2,123,002.21	
Totals		5,000,000.00	$—1,268,951.46		$3,731,048.54	$3,731,048.54	

State aid—county highways							
North	$2,226,990.28	$3,939,180.00	$841,593.00		$7,007,763.28	$5,011,851.95	$1,995,911.33
South	1,040,896.00	2,063,744.00	193,855.00		3,298,495.00	2,199,999.00	1,098,496.00
Totals	$3,267,886.28	$6,002,924.00	$1,035,448.00		$10,306,258.28	$7,211,850.95	$3,094,407.33
Contingency reserves:							
North	$6,823,150.26	$3,000,000.40	$9,859,572.05		$19,682,722.71		$19,682,722.71
South	32,345,994.32	2,999,999.60	—3,109,086.35	$67.81	32,236,975.38		32,236,975.38
Totals	$39,169,144.58	$6,000,000.00	$6,750,485.70	$67.81	$51,919,698.09		$51,919,698.09
Totals:							
North	$9,050,140.54	$166,708,897.20	$14,808,578.03	$2,561,087.53	$193,128,703.30	$171,363,386.28	$21,765,317.02
South	33,386,890.32	203,755,318.80	18,099,373.14	12,994,018.21	268,235,600.47	234,827,804.40	33,407,796.07
Totals	$42,437,030.86	$370,464,216.00	$32,907,951.17	$15,555,105.74	$461,364,303.77	$406,191,190.68	$55,173,113.09
Construction—honor camps		$1,750,000.00	$—14,139.81		$1,735,860.19	$1,735,860.19	
Cities:	$16,672,462.15	31,998,399.00	30,755.01		48,701,616.16	30,806,643.72	$17,894,972.44
City streets (Sec. 2107)	16,046,155.04	30,798,399.00	112,255.01		46,956,809.05	29,653,548.44	17,303,260.61
Engineering and Admin. (Sec. 2107.5)	626,307.11	1,200,000.00	—81,500.00		1,744,807.11	1,153,095.28	591,711.83
Emergency damage repairs:	1,721,914.10		8,501,765.11	$1,385,406.40	11,609,085.61	8,286,650.61	3,322,435.00
State highways	607,560.28		6,735,938.49		7,343,498.77	5,978,397.17	1,365,101.60
County highways—FAS system	1,114,353.82		1,765,826.62	976,406.40	3,856,586.84	1,965,003.44	[a]*1,891,583.40
Other agencies—roads off Fed. aid system				409,000.00	409,000.00	343,250.00	[a]65,750.00
Work for other agencies				2,914,964.77	2,914,964.77	2,912,202.51	[a]2,762.26
Maintenance:		32,500,000.00	—837,172.83	318,951.75	31,981,778.92	31,981,778.92	
General maintenance						15,112,446.65	
Major slides and storm damage repairs						1,408,675.72	
Replacement and improved service						14,106,011.80	
Maintenance—work performed by cities						1,354,644.75	
Martinez-Benicia ferry			244,311.64		244,311.64	244,311.64	
Maintenance—toll bridges		2,000,000.00	—302,066.79	1,300.00	1,699,233.21	1,699,233.21	
Land and buildings	545,918.92	14,500,000.00	—3,863,204.90		11,182,714.02	11,182,714.02	
Nonrental equipment			551,205.55		551,205.55	551,205.55	
Highway planning	164,726.43	3,000,000.00	—1,036,441.50		2,128,284.93	1,947,860.99	180,423.94
Supervision of outdoor advertising	18,559.98	86,000.00	—8,999.76		95,560.22	77,656.77	17,903.45
Administration		9,300,000.00	22,493.38		9,322,493.38	9,322,493.38	
Federal aid secondary reserve		9,615,571.00	—9,615,571.00				
State aid—grade crossing protection	167,085.27		200,000 00		367,085.27	136,927.52	230,157.75
Totals	$61,727,697.71	$475,214,186.00	$26,780,885.27	$20,175,728.66	$583,898,497.64	$507,076,729.71	$76,821,767.93
Less transfers to 1959-60					76,588,793.00		76,588,793.00
Net adjusted budget					$507,309,704.64	$507,076,729.71	[a]$232,974.93

[a] Contributions held pending determination of ultimate disposition thereof.
* Includes $5,455 contributed funds.

STATEMENT A-12 (b)

STATE HIGHWAY OPERATING BUDGET 1957-58 FISCAL YEAR

STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

	Unencumbered balance from 1956-57 Fiscal Year	Original budget	Budgetary adjustments	Contributions	Adjusted budget and contributions	Expenditures and obligations	Unencumbered balance
Preliminary engineering:							
North		$13,000,000.00	$1,330,842.52		$14,330,842.52	$14,330,842.52	
Contributions—north				$122,061.19	122,061.19	122,061.19	
South		12,500,000.00	1,699,867.78		14,199,867.78	14,199,867.78	
Contributions—south				194,466.53	194,466.53	194,466.53	
Totals		$25,500,000.00	$3,030,710.30	$316,527.72	$28,847,238.02	$28,847,238.02	
Rights of way:							
North		$42,415,777.00	$—3,529,186.22		$38,886,590.78	$38,886,590.78	
Contributions—north				$182,327.18	182,327.18	182,327.18	
South		85,207,280.00	—20,382,793.31		64,824,486.69	64,824,486.69	
Contributions—south				117,270.43	117,270.43	117,270.43	
Totals		$127,623,057.00	$—23,911,979.53	$299,597.61	$104,010,675.08	$104,010,675.08	
Construction engineering:							
North		$8,500,000.00	$3,435,184.06		$11,935,184.06	$11,935,184.06	
Contributions—north				$447,128.34	447,128.34	447,128.34	
South		7,000,000.00	1,723,025.84		8,723,025.84	8,723,025.84	
Contributions—south				209,595.58	209,595.58	209,595.58	
Totals		$15,500,000.00	$5,158,209.90	$656,723.92	$21,314,933.82	$21,314,933.82	
Major construction and improvement:							
North		$102,806,000.00	$—8,138,097.04		$94,667,902.96	$94,667,902.96	
Contributions—north				$4,354,869.79	4,354,869.79	4,344,093.37	[a]$10,776.42
South		102,133,000.00	—8,773,493.76		93,359,506.24	93,359,506.24	
Contributions—south				5,815,845.38	5,815,845.38	5,776,220.98	[a]39,624.40
Totals		$204,939,000.00	$—16,911,590.80	$10,170,715.17	$198,198,124.37	$198,147,723.55	[a]$50,400.82
Minor improvement and betterment:							
North		$400,000.00	$—4,881.13		$395,118.87	$395,118.87	
Contributions—north				$9,489.16	9,489.16	9,489.16	
South		350,000.00	—152,204.55		197,795.45	197,795.45	
Contributions—south				7,947.61	7,947.61	7,947.61	
Totals		$750,000.00	$—157,085.68	$17,436.77	$610,351.09	$610,351.09	
State aid—county highways:							
North	$1,355,034.00	$2,858,183.00	$801,857.00		$5,015,074.00	$2,788,083.72	$2,226,990.28
South	775,371.00	1,229,671.00	769,592.00		2,774,634.00	1,733,738.00	1,040,896.00
Totals	$2,130,405.00	$4,087,854.00	$1,571,449.00		$7,789,708.00	$4,521,821.72	$3,267,886.28

Joint highway districts:							
North							
Cities ¼ cent state highways:							
North							
South							
Totals							
Contingency reserves:							
North	$10,424,258.77	$2,496,222.25	$—6,097,330.76		$6,823,150.26		$6,823,150.26
South	19,758,526.11	2,384,271.75	10,202,925.22	$271.24	32,345,994.32		32,345,994.32
Totals	$30,182,784.88	$4,880,494.00	$4,105,594.46	$271.24	$39,169,144.58		$39,169,144.58
Summary:							
North	$11,779,292.77	$172,476,182.25	$—12,201,611.57	$5,115,875.66	$177,169,739.11	$168,108,822.15	$9,060,916.96
South	20,533,897.11	210,804,222.75	—14,913,080.78	6,345,396.77	222,770,435.85	189,343,921.13	33,426,514.72
Totals	$32,313,189.88	$383,280,405.00	$—27,114,692.35	$11,461,272.43	$399,940,174.96	$357,452,743.28	$42,487,431.68
Construction—honor camps		$1,750,000.00	$—111,617.35		$1,638,382.65	$1,638,382.65	
Cities:	$15,718,989.94	30,900,424.00	—456,497.13		46,162,916.81	29,490,454.66	$16,672,462.15
City streets (Sec. 2107)	15,274,492.63	29,850,424.00	—488,497.13		44,636,419.50	28,590,264.46	16,046,155.04
Engineering and admin. (Sec. 2107.5)	444,497.31	1,050,000.00	32,000.00		1,526,497.31	900,190.20	626,307.11
Emergency damage repairs:	2,261,369.25		2,579,905.01	$795,456.39	5,636,730.65	3,892,476.50	1,744,254.15
State highways—federal aid	470,247.57		(2,579,905.01)	37,044.99	3,087,197.57	2,479,637.29	607,560.28
County highways—FAS system	1,791,121.68			742,532.68	2,533,654.36	1,396,960.49	*[a]1,136,693.87
Other agencies—roads off FAS				15,878.72	15,878.72	15,878.72	
Work for other agencies				1,685,469.34	1,685,469.34	1,685,282.95	[a]186.39
Maintenance:		25,700,000.00	4,128,337.00	274,384.10	30,102,721.10	30,102,721.10	
General maintenance					14,260,742.22	14,260,742.22	
Major slides and storm damage repairs					1,919,857.97	1,919,857.97	
Replacement and improved service					12,506,254.14	12,506,254.14	
Maintenance—work performed by cities					1,415,866.77	1,415,866.77	
Martinez-Benicia Ferry			230,143.34		230,143.34	230,143.34	
Maintenance—toll bridges			1,157,872.13		1,157,872.13	1,157,872.13	
Land and buildings	173,898.42	4,500,000.00	1,303,844.30		5,977,742.72	5,431,823.80	545,918.92
Nonrental equipment			1,234,656.20		1,234,656.20	1,234,656.20	
Highway planning	95,171.54	2,000,000.00	407,923.22	731.50	2,503,826.26	2,339,099.83	164,726.43
Supervision of outdoor advertising	24,423.77	86,000.00	—5,576.87		104,846.90	86,286.92	18,559.98
Administration		7,606,952.00	1,091,147.15		8,698,099.15	8,698,099.15	
Federal aid secondary reserve		7,920,377.00	—7,920,377.00				
State aid—grade crossing protection	113,208.67		200,000.00		313,208.67	146,123.40	167,085.27
Totals	$50,700,251.47	$463,744,158.00	$—23,274,932.35	$14,217,313.76	$505,386,790.88	$443,586,165.91	$61,800,624.97
Less transfers to 1958-59 Fiscal Year budget					61,727,697.71		61,727,697.71
Net adjusted budget					$443,659,093.17	$443,586,165.91	[a]$72,927.26

[a] Contributions held pending determination of ultimate disposition thereof.
* Includes $22,340.05 contributed funds.

STATEMENT A-12 (c)

STATE HIGHWAY OPERATING BUDGET 1956-57 FISCAL YEAR

STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

	Unencumbered balance from 1955-56 Fiscal Year	Original budget	Budgetary adjustments	Contributions	Adjusted budget and contributions	Expenditures and obligations	Unencumbered balance
Preliminary engineering:							
North		$8,826,000.00	$3,362,584.69		$12,188,584.69	$12,188,584.69	
Contributions—north				$341,831.76	341,831.76	341,831.76	
South		9,200,000.00	3,104,496.35		12,304,496.35	12,304,496.35	
Contributions—south				108,230.03	108,230.03	108,230.03	
Totals		$18,026,000.00	$6,467,081.04	$450,061.79	$24,943,142.83	$24,943,142.83	
Rights of way:							
North		$22,822,000.00	$17,574,923.78		$40,396,923.78	$40,396,923.78	
Contributions—north				$525,667.05	525,667.05	519,941.72	[a]$5,725.33
South		61,156,000.00	10,122,718.33		71,278,718.33	71,278,718.33	
Contributions—south				281,189.80	281,189.80	281,189.80	
Totals		$83,978,000.00	$27,697,642.11	$806,856.85	$112,482,498.96	$112,476,773.63	[a]$5,725.33
Construction engineering:							
North		$7,067,000.00	$3,453,851.41		$10,520,851.41	$10,520,851.41	
Contributions—north				$124,910.50	124,910.50	124,910.50	
South		6,100,000.00	1,527,524.30		7,627,524.30	7,627,524.30	
Totals		$13,167,000.00	$4,981,375.71	$124,910.50	$18,273,286.21	$18,273,286.21	
Major construction and improvements:							
North		$84,752,000.00	$10,632,074.87		$95,384,074.87	$95,384,074.87	
Contributions—north				$10,365,580.40	10,365,580.40	10,340,386.02	[a]$25,194.38
South		65,441,000.00	20,745,133.43		86,186,133.43	86,186,133.43	
Contributions—south				2,283,844.80	2,283,844.80	2,283,680.09	[a]164.71
Totals		$150,193,000.00	$31,377,208.30	$12,649,425.20	$194,219,633.50	$194,194,274.41	[a]$25,359.09
Minor improvement and betterment:							
North		$400,000.00	$—11,365.50		$388,634.50	$388,634.50	
Contributions—north				$5,501.82	5,501.82	5,501.82	
South		350,000.00	—45,928.24		304,071.76	304,071.76	
Contributions—south				2,882.98	2,882.98	2,882.98	
Totals		$750,000.00	$—57,293.74	$8,384.80	$701,091.06	$701,091.06	
State aid—county highways:							
North	$886,572.00	$2,539,000.00	$235,382.00		$3,660,954.00	$2,305,920.00	$1,355,034.00
South	317,344.00	1,168,000.00	54,886.00		1,540,230.00	764,859.00	775,371.00
Totals	$1,203,916.00	$3,707,000.00	$290,268.00		$5,201,184.00	$3,070,779.00	$2,130,405.00

Joint highway districts:							
North				$29,557.30	$29,557.30	$29,557.30	
Cities ¼ cent state highways:							
North							
South							
Totals							
Contingency reserves:							
North	$9,619,134.25	$4,177,452.15	$—3,388,810.71	$16,483.08	$10,424,258 77		$10,424,258.77
South	11,150,310.38	3,964,774.85	4,643,440.88		19,758,526.11		19,758,526.11
Totals	$20,769,444.63	$8,142,227.00	$1,254,630.17	$16,483.08	$30,182,784.88		$30,182,784.88
Summary:							
North	$10,505,706.25	$130,583,452.15	$31,858,640.54	$11,409,531.91	$184,357,330.85	$172,547,118.37	$11,810,212.48
South	11,467,654.38	147,379,774.85	40,152,271.05	2,676,147.61	201,675,847.89	181,141,786.07	20,534,061.82
Totals	$21,973,360.63	$277,963,227.00	$72,010,911.59	$14,085,679.52	$386,033,178.74	$353,688,904.44	$32,344,274.30
Construction—honor camps	$1,911.84	$1,750,000.00	$—135,162.49		$1,616,749.35	$1,616,749.35	
Cities	15,131,680.89	28,119,375.00	1,183,804.12		44,434,860.01	28,715,870.07	$15,718,989.94
City streets (Sec. 2107)	14,671,370.89	27,169,375.00	1,133,429.12		42,974,175.01	27,699,682.38	15,274,492.63
Engineering and Admin. (Sec. 2107.5)	460,310.00	950,000.00	50,375.00		1,460,685.00	1,016,187.69	444,497.31
Emergency damage repairs:	8,911,474.35		1,085,993.22	$1,972,692.61	11,970,160.18	9,688,823 18	2,281,337.00
State highways—federal aid	5,771,911.63		(1,085,993.22)	126,000.00	6,983,904.85	6,513,657.28	470,247.57
County highways—FAS system	3,139,562.72			1,481,933.19	4,621,495.91	2,830,374.23	1,791,121.68
Other agencies—roads off FAS				364,759.42	364,759.42	344,791.67	[a]19,967.75
Work for other agencies				3,604,325.72	3,604,325.72	3,600,929.18	[a]3,396.54
Maintenance:		25,000,000.00	1,934,032.86	120,813.87	27,054,846.73	27,054,846.73	
General maintenance						14,955,274.15	
Major slides and storm damage repairs						1,137,498.59	
Replacement and improved service						9,572,411.36	
Maintenance—work performed by cities						1,389,662.63	
Martinez-Benicia Ferry			162,942.56		162,942.56	162,942.56	
Land and buildings	289,537.23	4,500,000.00	—1,304,671.82		3,484,865.41	3,310,966.99	173,898.42
Nonrental equipment			1,100,492.04		1,100,492.04	1,100,492.04	
Highway planning	128,585.23	2,000,000.00	—40,481.45	2,752.51	2,090,856.29	1,995,684.75	95,171.54
Supervision of outdoor advertising	34,411.22	86,000.00	—5,409.39		115,001.83	90,578.06	24,423.77
Administration		6,850,000.00	722,524.95		7,572,524.95	7,572,524.95	
Federal aid secondary reserve		6,540,919.00	—6,540,919.00				
State aid—grade crossing protection	269,887.28				269,887.28	156,678.61	113,208.67
Totals	$46,740,848.67	$352,809,521.00	$70,174,057.19	$19,786,264.23	$489,510,691.09	$438,755,990.91	$50,754,700.18
Less transfers to 1957-58 f.y. budget					50,700,251.47		50,700,251.47
Net adjusted budget					$438,810,439.62	$438,755,990.91	[a]$54,448.7 1

[a] Contributions held pending determination of ultimate disposition thereof.

STATEMENT A-12 (d)

STATE HIGHWAY OPERATING BUDGET 1955-56 FISCAL YEAR

STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

	Unencumbered balance from 1954-55 Fiscal Year	Original budget	Budgetary adjustments	Contributions	Adjusted budget and contributions	Expenditures and obligations	Unencumbered balance
Preliminary engineering:							
North		$6,500,000.00	$3,473,533.60		$9,973,533.60	$9,973,533.60	
Contributions—north				$155,581.37	155,581.37	155,581.37	
South		8,500,000.00	934,316.09		9,434,316.09	9,434,316.09	
Contributions—south				86,333.95	86,333.95	86,333.95	
Totals		$15,000,000.00	$4,407,849.69	$241,915.32	$19,649,765.01	$19,649,765.01	
Rights-of-way:							
North		$24,069,200.00	$8,952,779.57		$33,021,979.57	$33,021,979.57	
Contributions—north				$305,385.42	305,385.42	305,385.42	
South		57,273,800.00	11,557,875.14		68,831,675.14	68,831,675.14	
Contributions—south				8,369.26	8,369.26	8,369.26	
Totals		$81,343,000.00	$20,510,654.71	$313,754.68	$102,167,409.39	$102,167,409.39	
Construction engineering:							
North		$5,000,000.00	$3,296,029.58		$8,296,029.58	$8,296,029.58	
South		7,000,000.00	—675,220.34		6,324,779.66	6,324,779.66	
Totals		$12,000,000.00	$2,620,809.24		$14,620,809.24	$14,620,809.24	
Major construction and improvement:							
North		$71,902,000.00	$—4,753,506.76		$67,148,493.24	$67,148,493.24	
Contributions—north				$795,051.59	795,051.59	794,991.59	[a]$60.00
South		59,850,000.00	—6,770,155.77		53,079,844.23	53,079,844.23	
Contributions—south				479,838.49	479,838.49	479,838.49	
Totals		$131,752,000.00	$—11,523,662.53	$1,274,890.08	$121,503,227.55	$121,503,167.55	[a]$60.00
Minor improvement and betterment:							
North		$150,000.00	$207,804.11		$357,804.11	$357,804.11	
Contributions—north				$9,380.25	9,380.25	9,380.25	
South		100,000.00	146,156.40		246,156.40	246,156.40	
Contributions—south				3,962.45	3,962.45	3,962.45	
Totals		$250,000.00	$353,960.51	$13,342.70	$617,303.21	$617,303.21	
State aid—county highways:							
North	$773,783.00	$1,850,000.00	$649,549.00		$3,273,332.00	$2,386,760.00	$886,572.00
South	339,593.00	650,000.00	518,401.00		1,507,994.00	1,190,650.00	317,344.00
Totals	$1,113,376.00	$2,500,000.00	$1,167,950.00		$4,781,326.00	$3,577,410.00	$1,203,916.00
Joint highway districts:							
North							

Cities ¼ cent state highways:							
North							
South	$4,563.93				$4,563.93	$4,563.93	
Totals	$4,563.93				$4,563.93	$4,563.93	
Contingency reserves:							
North	$8,128,286.30	$1,242,118.20	$248,729.75		$9,619,134.25		$9,619,134.25
South	9,640,458.49	1,942,477.80	—432,625.91		11,150,310.38		11,150,310.38
Totals	$17,768,744.79	$3,184,596.00	$—183,896.16		$20,769,444.63		$20,769,444.63
Summary:							
North	$8,902,069.30	$110,713,318.20	$12,074,918.85	$1,265,398.63	$132,955,704.98	$122,449,938.73	$10,505,766.25
South	9,984,615.42	135,316,277.80	5,278,746.61	578,504.15	151,158,143.98	139,690,489.60	11,467,654.38
Totals	$18,886,684.72	$246,029,596.00	$17,353,665.46	$1,843,902.78	$284,113,848.96	$262,140,428.33	$21,973,420.63
Construction—honor camps	$5,945.57	$1,500,000.00	$278,846.72		$1,784,792.29	$1,782,880.45	$1,911.84
Cities:	10,416,825.30	24,994,000.00	2,508,401.16		37,919,226.46	22,787,545.57	15,131,680.89
City streets (Sec. 2107)	10,416,825.30	24,087,000.00	2,484,401.16		36,988,226.46	22,316,855.57	14,671,370.89
Engineering and Admin. (Sec. 2107.5)		907,000.00	24,000.00		931,000.00	470,690.00	460,310.00
Emergency damage repairs:			16,504,843.73	$751,511.97	17,256,355.70	8,337,910.64	8,918,445.06
State highways—federal aid			13,324,016.19	315,023.00	13,639,039.19	7,867,127.56	5,771,911.63
County highways—FAS system			3,180,827.54	41,017.00	3,221,844.54	80,516.61	[a]*3,141,327.93
Other agencies—roads off FAS				395,471.97	395,471.97	390,266.47	[a]5,205.50
Work for other agencies				241,545.93	241,545.93	241,545.93	
Maintenance:		23,000,000.00	910,806.00	6,561.32	23,917,367.32	23,917,367.32	
General maintenance						12,928,241.71	
Major slides and storm damage repairs						1,444,741.57	
Replacement and improved service						8,128,820.96	
Maintenance—work performed by cities						1,415,563.08	
Martinez-Benicia Ferry			36,536.79		36,536.79	36,536.79	
Land and buildings	82,262.08	4,500,000.00	—1,433,579.59		3,148,682.49	2,859,145.26	289,537.23
Nonrental equipment			931,720.47		931,720.47	931,720.47	
Highway planning	30,119.25	2,000,000.00	—235,904.52	38,870.82	1,833,085.55	1,704,500.32	128,585.23
Supervision of outdoor advertising	39,267.34	77,600.00	4,394.07		121,261.41	86,850.19	34,411.22
Administration		6,588,654.00	50,570.91		6,639,224.91	6,639,224.91	
Federal aid secondary reserve		6,530,000.00	—6,530,000.00				
State aid—grade crossing protection	433,725.74				433,725.74	163,838.46	269,887.28
Totals	$29,894,830.00	$315,219,850.00	$30,380,301.20	$2,882,392.82	$378,377,374.02	$331,629,494.64	$46,747,879.38
Less transfers to 1956-57 f.y. budget					46,740,848.67		46,740,848.67
Net adjusted budget					$331,636,525.35	$331,629,494.64	[a]$7,030.71

[a] Contributions held pending determination of ultimate disposition thereof.
* Includes $1,765.21 contributed funds.

STATEMENT A-12 (e)

STATE HIGHWAY OPERATING BUDGET 1954-55 FISCAL YEAR

STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

	Unencumbered balance from 1953-54 Fiscal Year	Original budget	Budgetary adjustments	Contributions	Adjusted budget and contributions	Expenditures and obligations	Unencumbered balance
Preliminary engineering:							
North		$7,000,000.00	$1,294,952.75		$8,294,952.75	$8,294,952.75	
Contributions—north				$89,365.24	89,365.24	89,365.24	
South		9,000,000.00	—366,253.13		8,633,746.87	8,633,746.87	
Contributions—south				1.83	1.83	1.83	
Totals		$16,000,000.00	$928,699.62	$89,367.07	$17,018,066.69	$17,018,066.69	
Rights of way:							
North		$21,029,000.00	$10,849,044.48		$31,878,044.48	$31,878,044.38	
Contributions—north				$102,056.42	102,056.42	102,056.42	
South		38,694,000.00	8,400,338.24		47,094,338.24	47,094,338.24	
Contributions—south				240,027.62	240,027.62	240,027.62	
Totals		$59,723,000.00	$19,249,382.72	$342,084.04	$79,314,466.76	$79,314,466.76	
Construction engineering:							
North		$6,000,000.00	$202,542.32		$6,202,542.32	$6,202,542.32	
Contributions—north				$12,134.32	12,134.32	12,134.32	
South		8,000,000.00	—2,195,955.81		5,804,044.19	5,804,044.19	
Contributions—south							
Totals		$14,000,000.00	$—1,993,413.49	$12,134.32	$12,018,720.83	$12,018,720.83	
Major construction and improvement:							
North		$64,772,000.00	$—3,450,270.60		$61,321,729.40	$61,321,729.40	
Contributions—north				$2,747,490.94	2,747,490.94	2,747,490.94	
South		67,815,000.00	2,213,764.02		70,028,764.02	70,028,764.02	
Contributions—south				1,745,449.74	1,745,449.74	1,707,408.74	[a]$38,041.00
Totals		$132,587,000.00	$—1,236,506.58	$4,492,940.68	$135,843,434.10	$135,805,393.10	[a]$38,041.00
Minor improvement and betterment:							
North		$300,000.00	$62,280.34		$362,280.34	$362,280.34	
Contributions—north				$8,800.84	8,800.84	8,800.84	
South		200,000.00	75,439.50		275,439.50	275,439.50	
Contributions—south				2,453.55	2,453.55	2,453.55	
Totals		$500,000.00	$137,719.84	$11,254.39	$648,974.23	$648,974.23	
State aid—county highways:							
North	$1,106,946.00	$1,850,000.00	$—251,235.00		$2,705,711.00	$1,931,928.00	$773,783.00
South	426,338.00	650,000.00	—16,624.00		1,059,714.00	720,121.00	339,593.00
Totals	$1,533,284.00	$2,500,000.00	$—267,859.00		$3,765,425.00	$2,652,049.00	$1,113,376.00
Joint highway districts:							
North							

Cities ¼ cent state highways:							
North	$332,116.29				$332,116.29	$332,116.29	
South	5,788.50				5,788.50	1,224.57	$4,563.93
Totals	$337,904.79				$337,904.79	$333,340.86	$4,563.93
Contingency reserves:							
North	$8,819,861.76	$2,657,581.00	$—3,349,156.46		$8,128,286.30		$8,128,286.30
South	8,928,597.64	2,273,709.00	—1,561,848.15		9,640,458.49		9,640,458.49
Totals	$17,748,459.40	$4,931,290.00	$—4,911,004.61		$17,768,744.79		$17,768,744.79
Summary:							
North	$10,258,924.05	$103,608,581.00	$5,358,157.83	$2,959,847.76	$122,185,510.64	$113,283,441.34	$8,902,069.30
South	9,360,724.14	126,632,709.00	6,548,860.67	1,987,932.74	144,530,226.55	134,507,570.13	10,022,656.42
Totals	$19,619,648.19	$230,241,290.00	$11,907,018.50	$4,947,780.50	$266,715,737.19	$247,791,011.47	$18,924,725.72
Construction—honor camps		$1,250,000.00	$481,958.02	$4,000.00	$1,735,958.02	$1,730,012.45	$5,945.57
Cities—city streets (Section 2107)	$8,927,762.28	24,807,540.00	—475,743.32		33,259,558.96	22,842,733.66	10,416,825.30
Emergency damage repairs							
Work for other agencies				696,809.40	696,809.40	696,809.40	
Maintenance		25,000,000.00	—1,573,128.73	3,280.33	23,430,151.60	23,430,151.60	
General maintenance						13,110,288.61	
Major slides and storm damage repair						798,749.34	
Replacement and improved service						8,080,143.35	
Maintenance—work performed by cities						1,440,970.30	
Martinez-Benicia Ferry			239,067.91		239,067.91	239,067.91	
Land and buildings		4,500,000.00	—964,746.43	834.92	3,536,088.49	3,453,826.41	82,262.08
Nonrental equipment			792,513.66		792,513.66	792,513.66	
Construction and automotive equipment	1,368,180.68	500,000.00	—1,868,180.68				
Highway planning		1,750,000.00	—152,820.81	46,309.17	1,643,488.36	1,613,369.11	30,119.25
Supervision of outdoor advertising	37,494.01	75,000.00	4,145.96		116,639.97	77,372.63	39,267.34
Administration		6,500,000.00	—284,688.36		6,215,311.64	6,215,311.64	
Federal aid secondary reserve		4,375,000.00	—4,375,000.00				
State aid—grade crossing protection	500,000.00				500,000.00	66,274.26	433,725.74
Totals	$30,453,085.16	$298,998,830.00	$3,730,395.72	$5,699,014.32	$338,881,325.20	$308,948,454.20	$29,932,871.00
Less transfers to 1955-56 f.y. budget					29,894,830.00		29,894,830.00
Net adjusted budget					$308,986,495.20	$308,948,454.20	[a]$38,041.00

[a] Contributions held pending determination of ultimate disposition thereof.

STATEMENT A-12 (f)

SPECIAL COUNTY HIGHWAY BUDGET
STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

Apportionments to Counties of Federal Aid Secondary Funds Under Federal Highway Aid Act of 1958

County	Federal funds			Contributions		
	Apportionment	Work orders issued	Unallotted balance	Amount budgeted	Work orders issued	Unallotted balance
Alameda	$66,237.00	$66,237.00		$31,717.49	$21,516.34	$10,201.15
Alpine	22,089.00	22,089.00		11,246.00	11,246.00	
Amador	22,089.00	22,089.00		7,046.00	7,046.00	
Butte	76,120.00	76,120.00		16,466.00	16,466.00	
Calaveras	26,833.00	26,833.00		35,378.00	35,378.00	
Colusa	27,138.00	27,138.00		2,740.00	1,740.00	1,000.00
Contra Costa	85,854.00	85,854.00		36,758.00	36,508.94	249.06
Del Norte	22,089.00	22,089.00		6,250.00	5,591.17	658.83
El Dorado	38,288.00	38,288.00		16,366.00	16,366.00	
Fresno	275,254.00	275,254.00		75,746.00	75,071.02	674.98
Glenn	33,824.00	33,824.00		11,011.00	11,011.00	
Humboldt	97,677.00	97,677.00		37,350.00	36,368.82	981.18
Imperial	87,694.00	87,694.00		26,804.00	26,804.00	
Inyo	119,928.00	119,928.00		22,008.00	21,908.00	100.00
Kern	254,150.00	254,150.00		49,050.00	49,050.00	
Kings	51,111.00	51,111.00		8,872.00	8,872.00	
Lake	29,379.00	29,379.00		25,130.00	24,494.91	635.09
Lassen	68,044.00	68,044.00		24,817.29	21,543.80	3,273.49
Los Angeles	282,792.00	282,792.00		70,708.00	64,534.20	6,173.80
Madera	60,317.00	60,317.00		17,396.00	15,719.41	1,676.59
Marin	27,013.00	27,013.00		16,213.00	16,213.00	
Mariposa	29,597.00	29,597.00		4,127.00	2,360.04	1,766.96
Mendocino	84,911.00	84,911.00		47,182.39	46,682.39	500.00
Merced	86,096.00	86,096.00		20,772.00	20,772.00	
Modoc	52,373.00	43,636.61	$8,736.39	12,000.00	10,233.53	1,766.47
Mono	39,289.00	39,289.00		17,477.00	17,477.00	
Monterey	111,948.00	111,948.00		63,551.00	62,514.70	1,036.30
Napa	43,890.00	43,890.00		6,492.00	6,492.00	
Nevada	26,930.00	26,930.00		6,928.00	6,928.00	
Orange	79,945.00	79,945.00		13,558.00	13,558.00	
Placer	56,342.00	56,342.00		11,314.80	11,095.80	219.00
Plumas	41,846.00	41,846.00		22,629.00	17,301.70	5,327.30
Riverside	209,523.00	209,523.00		65,437.00	53,677.00	11,760.00
Sacramento	101,470.00	101,470.00		12,587.00	12,587.00	
San Benito	30,202.00	30,202.00		2,188.00	2,089.43	98.57
San Bernardino						
San Diego	199,666.00	199,666.00		29,134.00	29,134.00	
San Joaquin	103,926.00	103,926.00		31,206.00	31,206.00	
San Luis Obispo	77,571.00	77,571.00		33,763.80	32,652.00	1,111.80
San Mateo	30,794.00	30,794.00		7,066.00	6,456.19	609.81
Santa Barbara	75,185.00	75,185.00		38,863.00	38,863.00	
Santa Clara	97,721.00	97,721.00		44,389.00	31,786.66	12,602.34
Santa Cruz	38,097.00	38,097.00		2,532.00	1,534.55	997.45
Shasta	82,031.00	82,031.00		3,863.00	3,576.71	286.29
Sierra	22,089.00	22,089.00		6,546.00	5,046.00	1,500.00
Siskiyou	107,616.00	107,616.00		28,742.86	27,399.02	1,343.84
Solano	43,552.00	43,552.00		15,361.00	15,361.00	
Sonoma	114,051.00	113,051.00	1,000.00	7,534.00	2,953.10	4,580.90
Stanislaus	112,267.00	112,267.00		69,357.00	69,357.00	
Sutter	30,262.00	30,262.00		9,404.00	9,404.00	
Tehama	55,598.00	55,598.00		8,945.00	8,945.00	
Trinity	43,736.00	46,736.00	—3,000.00	6,421.00	6,421.00	
Tulare	217,723.00	217,723.00		71,325.74	71,325.74	
Tuolumne	38,476.00	38,476.00		8,214.61	8,178.02	36.59
Ventura	81,923.00	81,923.00		5,313.00	5,313.00	
Yolo	40,512.00	40,512.00		5,580.00	5,580.00	
Yuba	23,962.00	23,962.00		5,147.00	4,179.03	967.97
Totals	$4,405,040.00	$4,398,303.61	$6,736.39	$1,294,023.98	$1,221,888.22	$72,135.76
Totals, Contributions	1,294,023.98	1,221,888.22	72,135.76			
Totals, All Funds	$5,699,063.98	$5,620,191.83	$78,872.15			

STATEMENT A-12 (g)

COUNTY HIGHWAY BUDGET—II

STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

Apportionments to Counties of Federal Aid Secondary Funds Under Federal Aid Acts of 1954, 1956 and 1958

County	Federal funds			Contributions		
	Apportionment	Work orders issued	Unallotted balance	Amount budgeted	Work orders issued	Unallotted balance
Alameda	$556,961.00	$413,366.00	$143,595.00	$55,169.38	$54,197.30	$972.08
Alpine	207,463.00	130,025.00	77,438.00	40,571.00	39,875.46	695.54
Amador	208,655.00	163,320.00	45,335.00	27,581.44	15,757.85	11,823.59
Butte	741,615.00	669,368.00	72,247.00	119,883.54	116,883.54	3,000.00
Calaveras	252,845.00	199,853.00	52,992.00	45,155.25	43,943.01	1,212.24
Colusa	251,677.00	129,441.00	122,236.00	23,712.51	14,098.59	9,613.92
Contra Costa	834,380.00	457,409.00	376,971.00	755,203.26	754,667.07	536.19
Del Norte	207,463.00	159,786.00	47,677.00	37,667.58	25,647.23	12,020.35
El Dorado	369,975.00	227,697.00	142,278.00	12,440.25	9,308.10	3,132.15
Fresno	2,167,558.00	1,330,393.00	837,165.00	676,658.28	661,889.72	14,768.56
Glenn	323,163.00	186,648.00	136,515.00	13,297.03	13,297.03	----------
Humboldt	918,824.00	584,413.00	334,411.00	144,411.99	143,960.39	451.60
Imperial	860,940.00	560,980.00	299,960.00	135,485.64	121,908.82	13,576.82
Inyo	974,711.00	579,446.00	395,265.00	57,318.35	39,637.91	17,680.44
Kern	1,904,279.00	1,205,907.00	698,372.00	631,646.18	405,746.09	225,900.09
Kings	494,144.00	329,624.00	164,520.00	65,859.96	60,068.12	5,791.84
Lake	286,749.00	208,857.00	77,892.00	21,845.67	19,430.03	2,415.64
Lassen	618,247.00	383,949.00	234,298.00	93,226.14	56,372.27	36,853.87
Los Angeles	1,932,878.00	896,306.00	1,036,572.00	693,748.62	655,165.21	38,583.41
Madera	550,089.00	326,547.00	223,542.00	32,298.97	25,723.14	6,575.83
Marin	280,557.00	172,032.00	108,525.00	65,302.59	59,415.13	5,887.46
Mariposa	266,153.00	198,028.00	68,125.00	33,843.77	27,092.22	6,751.55
Mendocino	775,040.00	478,591.00	296,449.00	48,056.82	47,596.98	459.84
Merced	792,315.00	543,062.00	249,253.00	55,659.33	50,359.74	5,299.59
Modoc	501,208.00	481,345.00	19,863.00	123,938.73	76,420.00	47,518.73
Mono	375,270.00	218,481.00	156,789.00	16,793.54	13,710.21	3,083.33
Monterey	959,773.00	554,252.00	405,521.00	109,416.38	104,265.64	5,150.74
Napa	414,042.00	258,328.00	155,714.00	76,310.59	53,694.23	22,616.36
Nevada	257,798.00	177,747.00	80,051.00	33,276.85	33,276.85	----------
Orange	802,032.00	427,814.00	374,218.00	84,520.58	54,009.09	30,511.49
Placer	528,038.00	401,028.00	127,010.00	43,695.41	36,195.41	7,500.00
Plumas	421,798.00	398,170.00	23,628.00	138,834.71	137,851.17	983.54
Riverside	1,593,724.00	1,066,686.00	527,038.00	364,677.86	335,786.66	28,891.20
Sacramento	973,508.00	606,163.00	367,345.00	438,478.04	105,574.23	332,903.81
San Benito	290,109.00	231,465.00	58,644.00	14,379.33	10,413.84	3,965.49
San Bernardino	2,211,071.00	1,078,650.00	1,132,421.00	357,265.07	253,938.17	103,326.90
San Diego	1,545,580.00	1,092,913.00	452,667.00	450,634.28	450,367.99	266.29
San Joaquin	982,328.00	778,103.00	204,225.00	287,804.65	246,941.06	40,863.59
San Luis Obispo	705,198.00	529,961.00	175,237.00	843,089.81	839,649.04	3,440.77
San Mateo	272,007.00	211,195.00	60,812.00	141,142.91	141,142.91	----------
Santa Barbara	658,882.00	413,889.00	244,993.00	80,415.18	58,775.25	21,639.93
Santa Clara	962,976.00	769,994.00	192,982.00	521,429.66	494,856.22	26,573.44
Santa Cruz	381,847.00	213,974.00	167,873.00	112,692.83	107,222.81	5,470.02
Shasta	736,088.00	572,589.10	163,498.90	193,742.33	141,654.19	52,088.14
Sierra	207,463.00	84,561.00	122,902.00	12,525.05	12,525.05	----------
Siskiyou	891,213.00	631,587.00	259,626.00	146,926.36	73,081.66	73,844.70
Solano	403,701.00	198,174.00	205,527.00	38,190.16	29,040.15	9,150.01
Sonoma	1,080,447.00	544,663.00	535,784.00	210,807.88	167,499.21	43,308.67
Stanislaus	1,022,022.00	620,798.00	401,224.00	147,936.84	142,833.44	5,103.40
Sutter	297,868.00	238,105.00	59,763.00	34,243.74	34,243.74	----------
Tehama	507,318.00	430,474.00	76,844.00	82,173.27	70,454.51	11,718.76
Trinity	418,770.00	294,475.00	124,295.00	62,913.56	47,976.10	14,937.46
Tulare	1,663,732.00	1,439,011.00	224,721.00	519,576.56	476,472.13	43,104.43
Tuolumne	357,543.00	263,111.00	94,432.00	38,402.81	38,402.81	----------
Ventura	762,638.00	438,158.00	324,480.00	91,576.11	73,486.02	18,090.09
Yolo	372,651.00	281,656.00	90,995.00	23,386.37	19,652.50	3,733.87
Yuba	233,572.00	154,790.00	78,782.00	55,926.47	55,536.89	389.58
Totals	*$40,568,896.00	$26,637,358.10	$13,931,537.90	$9,783,167.47	$8,398,990.13	$1,384,177.34
Totals, Contributions	9,783,167.47	8,398,990.13	1,384,177.34	----------	----------	----------
Totals, All Funds	$50,352,063.47	$35,036,348.23	$15,315,715.24	----------	----------	----------

* Includes Federal Aid Apportionment for the 1959-60 fiscal year totaling $8,724,389.00.

STATEMENT A-12 (h)

COUNTY HIGHWAY BUDGET I
FINAL STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

Apportionments to Counties of Federal Aid Secondary Funds Under Federal Highway Acts of 1948, 1950 and 1952

County	Federal funds			Contributions		
	Apportionment	Work orders issued	Unallotted balance	Amount budgeted	Work orders issued	Unallotted balance
Alameda	$337,065.00	$337,065.00		$421,795.54	$421,795.54	
Alpine	137,097.00	137,097.00		78,729.92	78,729.92	
Amador	137,621.00	137,621.00		18,114.90	18,114.90	
Butte	482,884.00	482,884.00		384,231.38	384,231.38	
Calaveras	168,431.00	168,431.00		85,186.55	85,186.55	
Colusa	177,116.00	177,116.00		109,092.66	109,092.66	
Contra Costa	515,460.00	515,460.00		546,899.45	546,899.45	
Del Norte	137,097.00	137,097.00		25,265.97	25,265.97	
El Dorado	244,989.00	244,989.00		104,678.08	104,678.08	
Fresno	1,454,924.00	1,454,924.00		796,240.29	796,240.29	
Glenn	220,608.00	220,608.00		150,418.02	150,418.02	
Humboldt	560,773.00	560,773.00		250,647.74	250,647.74	
Imperial	578,047.00	578,047.00		7,972.87	7,972.87	
Inyo	568,590.00	568,590.00		206,598.78	206,598.78	
Kern	1,224,369.00	1,224,369.00		931,097.95	931,097.95	
Kings	333,615.00	333,615.00		145,081.48	145,081.48	
Lake	192,777.00	192,777.00		11,267.80	11,267.80	
Lassen	396,191.00	396,191.00		195,311.68	195,311.68	
Los Angeles	1,735,231.00	1,735,231.00		1,259,301.80	1,259,301.80	
Madera	349,376.00	349,376.00		101,770.50	101,770.50	
Marin	210,912.00	210,912.00		102,862.18	102,862.18	
Mariposa	171,477.00	171,477.00		3,554.46	3,554.46	
Mendocino	469,338.00	469,338.00		323,541.27	323,541.27	
Merced	501,825.00	501,825.00		274,481.17	274,481.17	
Modoc	340,749.00	340,749.00		192,148.43	192,148.43	
Mono	246,867.00	246,867.00		17,667.90	17,667.90	
Monterey	597,641.00	597,641.00		248,233.97	248,233.97	
Napa	267,047.00	267,047.00		129,435.39	129,435.39	
Nevada	173,196.00	173,196.00		44,005.70	44,005.70	
Orange	559,543.00	559,543.00		324,800.07	324,800.07	
Placer	322,003.00	322,003.00		153,106.16	153,106.16	
Plumas	282,967.00	282,967.00		230,487.38	230,487.38	
Riverside	1,053,784.00	1,053,784.00		391,905.59	391,905.59	
Sacramento	642,649.00	642,649.00		519,779.02	519,779.02	
San Benito	198,836.00	198,836.00		1,521.67	1,521.67	
San Bernardino	1,515,707.00	1,515,707.00		789,702.12	789,702.12	
San Diego	957,652.00	957,652.00		772,992.95	772,992.95	
San Joaquin	641,013.00	641,013.00		370,430.69	370,430.69	
San Luis Obispo	446,315.00	446,315.00		216,933.70	216,933.70	
San Mateo	194,946.00	194,946.00		305,187.83	305,187.83	
Santa Barbara	400,501.00	400,501.00		7,776.10	7,776.10	
Santa Clara	648,633.00	648,633.00		531,841.95	531,841.95	
Santa Cruz	244,164.00	244,164.00		110,963.47	110,963.47	
Shasta	462,257.00	462,257.00		567,521.90	567,521.90	
Sierra	137,097.00	137,097.00		77,824.44	77,824.44	
Siskiyou	481,004.00	481,004.00		93,650.14	93,650.14	
Solano	256,825.00	256,825.00		214,004.15	214,004.15	
Sonoma	712,920.00	712,920.00		391,613.26	391,613.26	
Stanislaus	634,649.00	634,649.00		336,386.38	336,386.38	
Sutter	207,450.00	207,450.00		99,437.09	99,437.09	
Tehama	325,125.00	325,125.00		92,215.08	92,215.08	
Trinity	287,470.00	287,470.00		2,056.97	2,056.97	
Tulare	1,080,947.00	1,080,947.00		600,597.77	600,597.77	
Tuolumne	238,871.00	238,871.00		4,393.81	4,393.81	
Ventura	478,555.00	478,555.00		204,831.90	204,831.90	
Yolo	238,454.00	238,454.00		76,306.61	76,306.61	
Yuba	156,615.00	156,615.00		91,907.95	91,907.95	
Totals	$26,738,265.00	$26,738,265.00		$14,745,809.98	$14,745,809.98	
Totals, Contributions	14,745,809.98	14,745,809.98				
Totals, All Funds	$41,484,074.98	$41,484,074.98				

STATEMENT A-12 (i)

ACCESS HIGHWAY BUDGET—II

STATEMENT OF BUDGETARY TRANSACTIONS AS OF JUNE 30, 1959

	Budget	Expenditures and obligations
Preliminary engineering	$225,499.63	$225,499.63
Rights of way	320,436.74	320,436.74
Construction engineering	123,725.93	123,725.93
Major construction and improvement	1,520,693.84	1,520,693.84
Major construction and improvement—contributions	18,448.36	18,448.36
Totals	$2,208,804.50	$2,208,804.50

STATEMENT A-13 (a)

STATEMENT OF HIGHWAY EXPENDITURES AND CONTRACT OBLIGATIONS APPLICABLE TO COUNTY MINIMUM EXPENDITURES PURSUANT TO SECTION 188.4 OF THE STREETS AND HIGHWAYS CODE

First Period (3 Years) 1953 Act—July 1, 1952, to June 30, 1955 (As of June 30, 1959)

Counties	1952-53 f.y.	1953-54 f.y.	1954-55 f.y.	Total	County minimum [a]	Percentage factor for county minimum	Amount over minimum
Alameda	$9,600,950	$19,434,048	$11,049,705	$40,084,703	$33,633,760	20.721	$6,450,943
Alpine	49,585	420,799	269,150	739,534	665,501	.410	74,033
Amador	110,354	689,368	687,489	1,487,211	1,202,771	.741	284,440
Butte	597,774	969,316	570,738	2,137,828	1,798,475	1.108	339,353
Calaveras	635,573	728,367	208,337	1,572,277	1,025,845	.632	546,432
Colusa	133,149	79,478	985,273	1,197,900	936,571	.577	261,329
Contra Costa	2,501,102	6,047,329	10,511,895	19,060,326	6,655,008	4.100	12,405,318
Del Norte	304,231	354,363	1,425,614	2,084,208	845,673	.521	1,238,535
El Dorado	829,687	1,223,185	1,010,631	3,063,503	1,053,439	.649	2,010,064
Fresno	2,993,818	2,364,652	2,833,726	8,192,196	4,294,915	2.646	3,897,281
Glenn	160,145	185,025	652,165	997,335	840,803	.518	156,532
Humboldt	1,946,225	3,311,549	2,440,370	7,698,144	4,551,376	2.804	3,146,768
Kings	248,708	795,703	185,661	1,230,072	858,658	.529	371,414
Lake	330,957	572,728	264,254	1,167,939	1,024,222	.631	143,717
Lassen	564,659	596,845	508,184	1,669,688	634,661	.391	1,035,027
Madera	658,970	672,312	647,536	1,978,818	1,542,014	.950	436,804
Marin	1,206,504	1,092,531	7,200,659	9,499,694	2,770,756	1.707	6,728,938
Mariposa	163,092	978,183	472,850	1,614,125	1,418,653	.874	195,472
Mendocino	3,143,336	2,515,002	1,747,789	7,406,127	3,932,947	2.423	3,473,180
Merced	760,798	1,877,111	1,479,672	4,117,581	3,053,188	1.881	1,064,393
Modoc	449,400	871,021	107,847	1,428,268	891,122	.549	537,146
Monterey	1,463,535	3,363,694	3,492,186	8,319,415	4,226,742	2.604	4,092,673
Napa	320,747	351,683	1,042,807	1,715,237	1,167,061	.719	548,176
Nevada	412,806	540,418	790,356	1,743,580	1,361,842	.839	381,738
Placer	266,533	1,766,655	1,936,073	3,969,261	2,588,960	1.595	1,380,301
Plumas	165,701	481,100	298,850	945,651	767,761	.473	177,890
Sacramento	1,574,837	6,354,321	6,716,501	14,645,659	4,850,040	2.988	9,795,619
San Benito	53,254	407,616	428,505	889,375	769,384	.474	119,991
San Francisco	6,483,443	14,931,626	12,322,966	33,738,035	30,333,850	18.688	3,404,185
San Joaquin	1,660,279	4,298,555	6,632,390	12,591,224	4,626,042	2.850	7,965,182
San Mateo	8,398,293	3,115,617	6,023,722	17,537,632	5,108,124	3.147	12,429,508
Santa Clara	2,773,347	1,783,892	5,274,684	9,831,923	4,958,792	3.055	4,873,131
Santa Cruz	509,986	1,090,493	1,116,817	2,717,296	2,342,238	1.443	375,058
Shasta	1,268,787	2,796,402	5,481,494	9,546,683	2,871,393	1.769	6,675,290
Sierra	58,200	229,905	255,027	543,132	368,460	.227	174,672
Siskiyou	1,880,230	2,253,546	982,860	5,116,636	2,567,859	1.582	2,548,777
Solano	1,127,707	695,211	1,446,269	3,269,187	2,811,335	1.732	457,852
Sonoma	1,145,195	5,841,777	1,983,930	8,970,902	4,439,377	2.735	4,531,525
Stanislaus	486,960	824,456	2,778,984	4,090,400	3,509,299	2.162	581,101
Sutter	528,464	672,904	283,789	1,485,157	824,572	.508	660,585
Tehama	209,044	618,384	1,077,258	1,904,686	1,691,346	1.042	213,340
Trinity	500,893	844,597	262,056	1,607,546	569,734	.351	1,037,812
Tuolumne	669,309	562,044	254,215	1,485,568	1,163,815	.717	321,753
Yolo	1,943,135	972,086	1,178,884	4,094,105	3,639,153	2.242	454,952
Yuba	228,151	375,476	739,381	1,343,008	1,129,728	.696	213,280
Totals north	$61,517,853	$100,951,373	$108,059,549	$270,528,775	$162,317,265	100.00	$108,211,510
Imperial	$1,288,172	$2,579,565	$2,266,158	$6,133,895	$2,892,397	1.454	$3,241,498
Inyo	441,067	578,576	671,306	1,690,949	634,577	.319	1,056,372
Kern	1,809,578	2,872,768	5,839,882	10,522,228	9,466,931	4.759	1,055,297
Los Angeles	41,666,324	67,618,494	59,191,862	168,476,680	103,640,909	52.100	64,835,771
Mono	168,336	738,945	368,463	1,275,744	521,188	.262	754,556
Orange	4,047,031	6,838,640	11,726,766	22,612,437	16,140,928	8.114	6,471,509
Riverside	2,605,987	7,941,549	7,917,803	18,465,339	9,295,853	4.673	9,169,486
San Bernardino	3,459,351	8,268,423	8,843,210	20,570,984	12,723,364	6.396	7,847,620
San Diego	6,567,463	9,964,517	7,363,229	23,895,209	12,118,626	6.092	11,776,583
San Luis Obispo	1,828,833	4,070,189	9,099,567	14,998,589	7,953,097	3.998	7,045,492
Santa Barbara	2,742,628	4,926,941	8,542,442	16,212,011	10,988,721	5.524	5,223,290
Tulare	3,108,230	3,004,683	6,185,930	12,298,843	5,140,271	2.584	7,158,572
Ventura	3,150,016	7,422,176	3,819,715	14,391,907	7,410,027	3.725	6,981,880
Totals south	$72,883,016	$126,825,466	$131,836,333	$331,544,815	$198,926,889	100.00	$132,617,926
Grand totals	$134,400,869	$227,776,839	$239,895,882	$602,073,590	$361,244,154		$240,829,436

[a] Minimum computed on base of 60 percent of total expenditures for period in respective north-south county groups.

NOTE: Inasmuch as the above tabulation includes obligations which have not been fully liquidated, the figures with respect to the 1954-1955 fiscal year are subject to minor revision based on actual expenditures.

STATEMENT A-13 (b)

STATEMENT OF HIGHWAY EXPENDITURES AND CONTRACT OBLIGATIONS APPLICABLE TO COUNTY MINIMUM EXPENDITURES PURSUANT TO SECTION 188.4 OF THE STREETS AND HIGHWAYS CODE

Second Period (3 Years) 1953 Act—July 1, 1955, to June 30, 1958 (As of June 30, 1959)

Counties	1955-56 f.y.	1956-57 f.y.	1957-58 f.y.	Total 2d 3-year period	Carry over from 1st 3-year period	Total of carry over and 2d 3-year period	County minimum [a]	Percentage factor for county minimum	Amount over minimum
Alameda	$28,048,148	$19,282,261	$16,774,796	$64,105,205	$6,450,943	$70,556,148	$52,919,349	18.610	$17,636,799
Alpine	109,164	23,260	828,291	960,715	74,033	1,034,748	944,074	.332	90,674
Amador	137,698	299,127	1,514,989	1,951,814	284,440	2,236,254	1,714,689	.603	521,565
Butte	214,211	1,670,786	1,643,234	3,528,231	339,353	3,867,584	3,429,379	1.206	438,205
Calaveras	368,006	486,831	626,532	1,481,369	546,432	2,027,801	1,578,197	.555	449,604
Colusa	1,145,308	171,225	482,203	1,798,736	261,329	2,060,065	1,390,519	.489	669,546
Contra Costa	13,468,799	14,860,596	14,327,252	42,656,647	12,405,318	55,061,965	13,313,723	4.682	41,748,242
Del Norte	866,099	870,545	710,192	2,446,836	1,238,535	3,685,371	1,524,168	.536	2,161,203
El Dorado	1,074,188	1,739,044	1,338,119	4,151,351	2,010,064	6,161,415	2,132,698	.750	4,028,717
Fresno	2,480,810	5,201,659	2,797,184	10,479,653	3,897,281	14,376,934	8,823,683	3.103	5,553,251
Glenn	77,009	205,552	1,154,482	1,437,043	156,532	1,593,575	1,401,894	.493	191,681
Humboldt	2,487,028	3,872,934	8,853,920	15,213,882	3,146,768	18,360,650	8,033,163	2.825	10,327,487
Kings	341,446	147,171	1,221,194	1,709,811	371,414	2,081,225	1,908,054	.671	173,171
Lake	666,059	554,036	916,245	2,136,340	143,717	2,280,057	1,572,509	.553	707,548
Lassen	563,287	175,961	362,993	1,102,241	1,035,027	2,137,268	1,217,060	.428	920,208
Madera	675,750	3,282,642	3,871,466	7,829,858	436,804	8,266,662	2,542,176	.894	5,724,486
Marin	2,653,210	7,329,851	5,382,615	15,365,676	6,728,938	22,094,614	4,441,699	1.562	17,652,915
Mariposa	92,567	351,053	1,351,427	1,795,047	195,472	1,990,519	1,780,092	.626	210,427
Mendocino	1,534,992	3,089,698	3,885,502	8,510,192	3,473,180	11,983,372	7,054,965	2.481	4,928,407
Merced	637,223	3,783,381	1,503,838	5,924,442	1,064,393	6,988,835	5,707,100	2.007	1,281,735
Modoc	275,470	492,323	724,103	1,491,896	537,146	2,029,042	1,370,614	.482	658,428
Monterey	3,112,460	2,514,707	5,336,768	10,963,935	4,092,673	15,056,608	7,964,917	2.801	7,091,691
Napa	562,956	1,128,523	1,317,240	3,008,719	548,176	3,556,895	1,970,613	.693	1,586,282
Nevada	681,632	4,604,611	2,675,456	7,961,699	381,738	8,343,437	3,204,734	1.127	5,138,703
Placer	3,052,425	12,431,740	3,152,275	18,636,440	1,380,301	20,016,741	4,669,187	1.642	15,347,554
Plumas	1,065,120	167,233	1,444,458	2,676,811	177,890	2,854,701	1,333,647	.469	1,521,054
Sacramento	6,141,257	6,414,034	2,894,527	15,449,818	9,795,619	25,245,437	12,870,122	4.526	12,375,315
San Benito	227,284	359,248	781,512	1,368,044	119,991	1,488,035	1,279,619	.450	208,416
San Francisco	6,556,052	15,699,111	18,831,868	41,087,031	3,404,185	44,491,216	43,111,781	15.161	1,379,435
San Joaquin	2,658,150	6,687,312	2,256,026	11,601,488	7,965,182	19,566,670	9,304,251	3.272	10,262,419
San Mateo	7,739,071	14,278,895	4,341,594	26,359,560	12,429,508	38,789,068	10,933,632	3.845	27,855,436
Santa Clara	7,673,438	6,699,433	12,011,955	26,384,826	4,873,131	31,257,957	11,897,612	4.184	19,360,345
Santa Cruz	2,152,599	1,499,288	3,611,525	7,263,412	375,058	7,638,470	3,898,572	1.371	3,739,898
Shasta	3,829,462	1,342,213	7,695,856	12,867,531	6,675,290	19,542,821	5,220,845	1.836	14,321,976
Sierra	74,233	1,596,919	32,433	1,703,585	174,672	1,878,257	659,715	.232	1,218,542
Siskiyou	1,865,943	2,597,408	1,755,018	6,218,369	2,548,777	8,767,146	4,114,686	1.447	4,652,460
Solano	2,704,744	1,650,732	7,183,817	11,539,293	457,852	11,997,145	6,693,828	2.354	5,303,317
Sonoma	3,815,880	4,641,642	3,745,840	12,203,362	4,531,525	16,734,887	8,471,077	2.979	8,263,810
Stanislaus	1,482,009	3,333,779	1,356,272	6,172,060	581,101	6,753,161	6,105,204	2.147	647,957
Sutter	92,147	81,620	1,023,907	1,197,674	660,585	1,858,259	1,765,874	.621	92,385
Tehama	1,172,417	265,036	2,390,563	3,828,016	213,340	4,041,356	3,014,213	1.060	1,027,143
Trinity	1,158,015	757,362	321,791	2,237,168	1,037,812	3,274,980	1,091,941	.384	2,183,039
Tuolumne	639,688	284,342	947,144	1,871,174	321,753	2,192,927	1,979,144	.696	213,783
Yolo	837,797	651,902	4,366,792	5,856,491	454,952	6,311,443	6,034,114	2.122	277,329
Yuba	1,170,574	1,302,043	470,425	2,943,042	213,280	3,156,322	1,970,613	.693	1,185,709
Totals north	$118,381,825	$158,879,069	$160,215,639	$437,476,533	$108,211,510	$545,688,043	$284,359,746	100.00	$261,328,297
Imperial	$1,431,983	$1,077,108	$1,017,017	$3,526,108	$3,241,498	$6,767,606	$4,861,143	1.505	$1,906,463
Inyo	501,521	136,851	909,177	1,547,549	1,056,372	2,603,921	1,007,759	.312	1,596,162
Kern	2,858,875	3,571,375	11,602,326	18,032,576	1,055,297	19,087,873	16,288,868	5.043	2,799,005
Los Angeles	76,052,174	92,080,595	86,091,030	254,223,799	64,835,771	319,059,570	170,030,198	52.641	149,029,372
Mono	1,357,933	618,625	811,502	2,788,060	754,556	3,542,616	1,107,888	.343	2,434,728
Orange	13,151,026	17,535,376	16,500,608	47,187,010	6,471,509	53,658,519	24,118,377	7.467	29,540,142
Riverside	7,184,683	8,250,234	7,583,927	23,018,844	9,169,486	32,188,330	15,161,599	4.694	17,026,731
San Bernardino	9,408,020	11,043,960	18,604,210	39,056,190	7,847,620	46,903,810	20,578,302	6.371	26,325,508
San Diego	12,999,316	14,869,488	20,028,952	47,897,756	11,776,583	59,674,339	23,388,398	7.241	36,285,941
San Luis Obispo	1,583,038	9,570,221	3,022,774	14,176,033	7,045,492	21,221,525	11,579,534	3.585	9,641,991
Santa Barbara	7,069,745	6,633,065	5,374,254	19,077,064	5,223,290	24,300,354	14,715,860	4.556	9,584,494
Tulare	2,449,649	5,436,168	3,369,315	11,255,132	7,158,572	18,413,704	8,352,769	2.586	10,060,935
Ventura	1,868,809	6,877,878	6,389,590	15,136,277	6,981,880	22,118,157	11,808,864	3.656	10,309,293
Totals south	$137,916,772	$177,700,944	$181,304,682	$496,922,398	$132,617,926	$629,540,324	$322,999,559	100.00	$306,540,765
Grand totals	$256,298,597	$336,580,013	$341,520,321	$934,398,931	$240,829,436	1,175,228,367	$607,359,305		$567,869,062

[a] Minimum computed on base of 65 percent of total expenditures for period in respective north-south county groups.

NOTE: The above tabulation includes obligations which have not been fully liquidated and are subject to revision based on actual expenditures.

STATEMENT A-14

HIGHWAY RIGHT-OF-WAY ACQUISITION FUND

STATUS OF APPROPRIATION AS OF JUNE 30, 1959
SCHEDULE A

Appropriation Chapter 7, Statutes of 1956 (Supersedes Chapters 20/52, 2nd E.S. and 1714/53)		$30,000,000.00
Less: Transfers to Highway Right of Way Acquisition Fund from:		
Motor Vehicle Fuel Fund—Previous Years to 6/30/59	$14,000,000.00	
Motor Vehicle Fund—Previous Years to 6/30/59	5,000,000.00	
Special Deposit Fund, Motor Vehicle Uncleared Collection Account—Previous Years to 6/30/59	2,500,000.00	21,500,000.00
Appropriation Balance—June 30, 1959		$8,500,000.00

STATEMENT OF FINANCIAL CONDITION JUNE 30, 1959
SCHEDULE B

ASSETS AND BUDGETARY RESOURCES

Cash			
Cash in transit to state treasury		$600,921.00	
Cash in state treasury		999,607.49	$1,600,528.49
Appropriation balance—Schedule A			8,500,000.00
Total assets and budgetary resources			$10,100,528.49

OBLIGATIONS AND SURPLUS

Claims payable filed			$1,590.00
Budgetary balances available for future expenditures			
Unexpended balance in allotments			
Encumberances and expenditures	$24,584,758.86		
Less: Accounts receivable—Others (Schedule C)	19,899,208.21	$4,685,550.65	
Unencumbered funds		5,413,387.84	10,098,938.49
Total obligations and surplus			$10,100,528.49

STATEMENT A-14—Continued

ACCOUNTABILITY FOR HIGHWAY RIGHT-OF-WAY ACQUISITION FUND—SCHEDULE C

ASSETS

Cash			
Cash in transit to state treasury		$600,921.00	
Cash in state treasury		999,607.49	$1,600,528.49
Accounts receivable—Others			
Reimbursable expenditures from the State Highway Fund—Schedule D			19,899,208.21
Total assets			$21,499,736.70

LIABILITIES

Claims filed			$1,590.00
Due to other funds			
Motor Vehicle Fuel Fund	$14,000,000.00		
Less: Repayment of rental collections (Ch. 20/52, 2nd E.S.)[a]	1,853.30	$13,998,146.70	
Motor Vehicle Fund		5,000,000.00	
Special Deposit—Motor Vehicle Uncleared Collection Account		2,500,000.00	21,498,146.70
Total liabilities			$21,499,736.70

[a] Effective September 9, 1953, Chapter 1714/53 amended prior legislation permitting rentals to be retained in State Highway Fund.

SCHEDULE OF EXPENDITURES SCHEDULE D

	Current Year 1958-59	Prior Years to 6/30/58	Total to 6/30/59
Total expenditures—Right of Way Acquisition Fund	$1,888,401.73	$26,308,316.71	$28,196,718.44
Reimbursement from State Highway Fund	2,629,164.50	5,668,345.73	8,297,510.23
Accounts receivable—Others (reimbursable expenditures from the State Highway Fund)	$—740,762.77	$20,639,970.98	$19,899,208.21

Statement A-15

STATE HIGHWAY BONDS

Schedule of Principal and Interest Requirements until Redeemed *

Calendar Year Ended December 31, 1959

Calendar Year	1st Issue—$18,000,000 (Issued 1911, under Highway Bond Act, Chap. 383, Stat. of 1909)		2nd Issue—$15,000,000 (Issued 1917, under Highway Bond Act, Chap. 404, Stat. of 1915)		3rd Issue—$40,000,000 (Issued 1920, under Highway Bond Act, Chap. 93, Stat. of 1919)		Total All Issues		
	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest and Principal
1959	$48,000	$400,000	$67,500	$375,000	$320,000	$1,000,000	$435,500	$1,775,000	$2,210,500
1960	32,000	400,000	50,625	375,000	277,500	1,000,000	360,125	1,775,000	2,135,125
1961	16,000	400,000	33,750	375,000	230,000	1,000,000	279,750	1,775,000	2,054,750
1962	--	--	16,875	375,000	182,500	1,000,000	199,375	1,375,000	1,574,375
1963	--	--	--	--	135,000	1,000,000	135,000	1,000,000	1,135,000
1964	--	--	--	--	90,000	1,000,000	90,000	1,000,000	1,090,000
1965	--	--	--	--	45,000	1,000,000	45,000	1,000,000	1,045,000
	$96,000	$1,200,000	$168,750	$1,500,000	$1,280,000	$7,000,000	$1,544,750	$9,700,000	$11,244,750

* These are the amounts actually due in each calendar year, according to the maturity and interest dates. The practice of the State is to record disbursements in advance of the due dates (principal payments are due July 2 of each year; interest payments are due January 2 and July 2 of each year). For this reason the reported disbursements of a fiscal year will be found to equal the amounts due during the calendar year ended six months later.

APPENDIX B

APPORTIONMENT OF MOTOR VEHICLE FEES AND FUEL TAXES

APPENDIX B

APPORTIONMENT OF MOTOR VEHICLE FEES AND FUEL TAXES

Statement

B-1 Apportionment of Funds Derived From Motor Vehicle Fees and Fuel Taxes (Excludes Transportation Taxes) to June 30, 1959.

B-2 County Apportionments of Funds Derived From Motor Vehicle Fees and Fuel Taxes to June 30, 1959.

B-3 Detail of Apportionments Paid to Counties During Fiscal Year Ending June 30, 1959.

B-4 Statement of Registration of Motor Vehicles in the State of California From Records of the Department of Motor Vehicles to June 30, 1959.

STATEMENT B-1

APPORTIONMENT OF FUNDS DERIVED FROM MOTOR VEHICLE FEES AND FUEL TAXES

(Excludes Transportation Taxes)

To June 30, 1959

Fiscal year	To counties	To cities			To Division of Highways	Total	Total registration during fiscal year	Average per vehicle
		¼¢ for state highways	¼¢ for major city streets	For city streets				
1913-1914					$4,655.17	$4,655.17	148,225	$.03
1914-1915	$591,717.37				195,115.33	786,832.70	191,196	4.12
1915-1916	932,492.79				1,053,883.03	1,986,375.82	263,434	7.54
1916-1917	964,784.65				1,094,625.67	2,059,410.32	337,333	6.10
1917-1918	1,247,268.80				525,282.27	1,772,551.07	391,447	4.53
1918-1919	1,421,319.79				1,741,701.97	3,163,021.76	505,180	6.26
1919-1920	1,924,299.77				1,924,299.77	3,848,599.54	604,187	6.37
1920-1921	2,434,800.56				2,434,800.57	4,869,601.13	713,485	6.83
1921-1922	3,018,192.36				3,018,192.36	6,036,384.72	897,132	6.73
1922-1923	3,785,054.94				3,785,054.95	7,570,109.89	1,137,445	6.66
1923-1924	7,645,337.75				7,645,337.74	15,290,675.49	1,234,579	12.39
1924-1925	9,434,270.57				9,434,270.58	18,868,541.15	1,484,143	12.71
1925-1926	10,934,875.12				10,934,875.12	21,869,750.24	1,642,506	13.31
1926-1927	12,171,691.02				12,171,691.01	24,343,382.03	1,795,196	13.56
1927-1928	13,383,983.96				19,477,471.90	32,861,455.86	1,840,479	17.85
1928-1929	14,140,231.50				24,169,820.17	38,310,051.67	2,033,083	18.84
1929-1930	15,494,282.81				26,628,480.78	42,122,763.59	2,170,632	19.41
1930-1931	15,355,130.93				27,322,099.95	42,677,230.88	2,174,783	19.62
1931-1932	13,801,032.42				24,268,033.35	38,069,065.77	2,101,669	18.11
1932-1933	14,888,758.93				26,813,870.51	41,702,629.44	2,084,330	20.01
1933-1934	14,428,999.29	$2,251,134.60			24,055,430.43	40,735,564.32	2,072,878	19.65
1934-1935	14,884,335.60	3,040,559.12			24,006,012.98	41,930,907.70	2,233,917	18.77
1935-1936	16,315,822.77	3,350,101.11	$2,569,923.96		23,798,702.16	46,034,550.00	2,448,177	18.80
1936-1937	18,187,547.86	3,697,065.79	3,697,065.79		25,581,679.46	51,163,358.90	2,664,211	19.20
1937-1938	19,381,048.82	3,896,814.22	3,896,814.22		27,379,354.10	54,554,031.36	2,733,417	19.96
1938-1939	19,251,625.00	3,906,297.38	3,906,297.38		27,423,642.10	54,487,861.86	2,786,326	19.56
1939-1940	20,632,112.82	4,163,140.30	4,163,140.30		29,525,621.39	58,484,014.81	2,940,774	19.89
1940-1941	21,376,805.89	4,327,429.64	4,327,429.64		30,810,055.52	60,841,720.69	3,223,661	18.87
1941-1942	23,967,495.95	4,884,358.14	4,884,358.14		34,893,543.07	68,629,755.30	3,156,530	21.74
1942-1943	20,310,414.65	3,982,138.48	3,982,138.48		29,512,705.35	57,787,396.96	2,941,353	19.65
1943-1944	18,244,893.29	3,472,661.54	3,472,661.54		26,576,112.32	51,766,328.69	3,070,950	16.86
1944-1945	18,385,649.60	3,573,217.28	3,573,217.28		27,121,312.03	52,653,396.19	3,133,934	16.80
1945-1946	22,838,371.43	4,475,540.24	4,475,540.24		33,884,682.78	65,674,134.69	3,316,574	19.80
1946-1947	29,112,494.22	5,959,285.11	5,959,285.11		43,461,339.29	84,492,403.73	3,898,308	21.67
1947-1948	41,088,602.94	3,196,700.83	3,196,700.83	$9,638,701.65	63,770,528.96	120,891,235.21	4,288,247	28.19
1948-1949	44,368,243.75			17,115,228.27	109,378,591.35	170,862,063.37	4,478,196	38.15
1949-1950	46,496,495.83			18,169,099.95	108,009,125.97	172,674,721.75	4,945,093	34.92
1950-1951	49,611,551.55			19,329,746.64	115,839,648.11	184,780,946.30	5,470,915	33.78
1951-1952	53,514,378.28			20,777,496.69	120,575,876.27	194,867,751.24	5,604,258	34.77
1952-1953	57,608,794.12			22,410,608.76	134,697,494.68	214,716,897.56	5,973,444	35.95
1953-1954	68,256,981.61			27,075,214.71	230,680,844.12	326,013,040.44	6,266,610	52.02
1954-1955	62,803,653.14			24,331,796.68	228,832,116.03	315,967,565.85	6,585,345	47.98
1955-1956	68,042,398.80			27,502,401.16	245,284,964.55	340,829,764.51	7,144,331	47.71
1956-1957	72,682,437.15			29,303,179.12	261,399,656.40	363,385,272.67	7,472,956	48.63
1957-1958	75,656,519.07			30,443,926.87	259,115,568.36	365,216,014.30	7,780,698	46.94
1958-1959	79,595,990.83			32,029,154.01	265,855,382.53	377,480,527.37	8,115,597	46.51
Totals	$1,140,613,190.30	$58,176,443.78	$52,104,572.91	$278,126,554.51	$2,756,113,552.51	$4,285,134,314.01		

Gasoline tax apportionments:

October 1, 1923, to July 28, 1927—2¢ tax; 1¢ to counties, 1¢ to Division of Highways
July 29, 1927, to June 30, 1933—3¢ tax; 1¢ to counties, 2¢ to Division of Highways
July 1, 1933, to June 30, 1935—3¢ tax; 1¢ to counties, 1¾¢ to Division of Highways, ¼¢ to cities for state highways
July 1, 1935, to June 30, 1947—3¢ tax; 1¢ to counties, 1½¢ to Division of Highways, ¼¢ to cities for state highways, and ¼¢ to cities for streets of major importance
July 1, 1947, to June 30, 1953—4½¢ tax; 1⅜¢ to counties, 2½¢ to Division of Highways, ⅝¢ to cities for city streets
July 1, 1953, to date—6¢ tax; 1⅜¢ to counties, 4¢ to Division of Highways, ⅝¢ to cities for city streets

All amounts due to cities are deposited in the State Highway Fund for allocation to cities by the Division of Highways. Apportionments to counties are made directly to the counties by the State Controller.

Use fuel tax apportionments:

July 1, 1937, to June 30, 1947—3¢ tax; to Division of Highways
July 1, 1947, to June 30, 1953—4½¢ tax; to Division of Highways
July 1, 1953, to date—7¢ tax; to Division of Highways

Motor vehicle registration and weight fees apportionments:

From 1913 to June 30, 1945, the net revenue from motor vehicle registration and weight fees, after deductions for support of the Department of Motor Vehicles, was divided equally between the Division of Highways and the counties; except for the sum of $541,831 of the State's share which was apportioned to the State Engineer for road purposes during 1914 to 1918. From July 1, 1945, to December 31, 1947, the counties were paid 31¾ percent of the net collections, with the remainder—guaranteed to be at least the same amount as received by the counties—being paid to the Division of Highways. Since January 1, 1948, the net collections are placed in the Highway Users Tax Fund and apportioned therefrom to the Division of Highways. However, in lieu of the former apportionment, the counties receive a base amount of $5,400,000 from the Highway Users Tax Fund; the amount being subject to increase or decrease in the ratio that the total number of vehicles in the preceding calendar year varies from the registration for the 1946 calendar year.

STATEMENT B-2

COUNTY APPORTIONMENT OF FUNDS DERIVED FROM MOTOR VEHICLE FEES AND FUEL TAXES TO JUNE 30, 1959

County	County apportionments of funds pursuant to Collier-Burns Highway Act of 1947					County apportionment of motor vehicle fees Jan. 1, 1914 to Dec. 31, 1947	County apportionment of motor vehicle fuel tax Oct. 1, 1923 to Dec. 31, 1947	Sub-total apportionment prior to Collier-Burns Act of 1947	Total all apportionments Jan. 1, 1914 to June 30, 1959
	1958-59 Fiscal Year	1957-58 Fiscal Year	1956-57 Fiscal Year	Jan. 1, 1948 to June 30, 1956	Sub-total Jan. 1, 1948 to June 30, 1959				
Alameda	$3,597,412.73	$3,414,553.52	$3,335,489.39	$22,443,380.74	$32,790,836.38	$7,889,019.48	$21,423,215.57	$29,312,235.05	$62,103,071.43
Alpine	68,380.73	67,219.13	66,486.03	554,589.06	756,674.95	4,813.47	503,913.55	508,727.02	1,265,401.97
Amador	190,298.13	185,448.33	180,892.65	1,388,419.69	1,945,058.80	141,383.11	799,994.73	941,377.84	2,886,436.64
Butte	762,637.96	737,702.00	722,277.01	5,100,579.20	7,323,196.17	855,623.82	2,553,902.05	3,409,525.87	10,732,722.04
Calaveras	293,632.78	284,434.15	278,439.11	2,171,471.03	3,027,977.07	137,787.20	798,493.98	936,281.18	3,964,258.25
Colusa	355,831.97	346,184.22	340,842.61	2,526,000.19	3,568,858.99	268,037.71	1,016,707.26	1,284,744.97	4,853,603.96
Contra Costa	1,666,752.47	1,574,194.95	1,509,890.72	9,288,668.48	14,039,506.62	1,682,284.96	5,179,453.33	6,861,738.29	20,901,244.91
Del Norte	167,506.36	164,595.50	161,679.41	943,474.51	1,437,255.78	84,990.28	681,764.84	766,755.12	2,204,010.90
El Dorado	437,453.27	415,189.63	396,840.36	2,754,141.84	4,003,625.10	191,583.41	944,299.49	1,135,882.90	5,139,508.00
Fresno	2,255,688.87	2,128,001.59	2,059,032.19	14,673,469.99	21,116,192.64	3,702,179.76	9,150,327.28	12,852,507.04	33,968,699.68
Glenn	418,120.03	406,818.92	402,364.90	3,001,732.38	4,229,036.23	307,550.17	1,127,343.09	1,434,893.26	5,663,929.49
Humboldt	719,004.21	693,823.03	679,428.26	4,339,339.76	6,431,595.26	819,005.20	2,481,107.13	3,300,112.33	9,731,707.59
Imperial	1,062,200.78	1,032,376.06	1,012,076.03	7,386,420.11	10,493,072.98	1,126,820.51	3,190,912.20	4,317,732.71	14,810,805.69
Inyo	478,551.75	465,111.78	454,408.09	3,434,824.93	4,832,896.55	165,264.51	824,451.03	989,715.54	5,822,612.09
Kern	1,798,237.35	1,704,071.85	1,663,128.40	11,470,801.10	16,636,238.70	2,339,878.22	6,410,693.45	8,750,571.67	25,386,810.37
Kings	546,062.10	533,238.18	529,220.94	4,014,877.11	5,623,398.33	662,120.57	2,042,014.03	2,704,134.60	8,327,532.93
Lake	278,889.27	269,608.26	263,880.24	1,944,315.28	2,756,693.05	175,418.34	887,950.15	1,063,368.49	3,820,061.54
Lassen	525,858.17	513,199.45	498,874.24	3,941,493.44	5,479,425.30	229,743.89	1,017,869.23	1,247,613.12	6,727,038.42
Los Angeles	25,732,331.93	24,803,444.96	23,956,465.60	147,918,849.33	222,411,091.82	44,785,740.06	123,209,117.34	167,994,857.40	390,405,949.22
Madera	640,192.36	618,119.32	604,163.22	4,430,653.21	6,293,128.11	394,016.66	1,448,610.56	1,842,627.22	8,135,755.33
Marin	610,083.73	562,951.00	531,154.04	3,131,475.27	4,835,664.04	677,187.51	2,284,500.16	2,961,687.67	7,797,351.71
Mariposa	250,087.33	244,063.71	243,157.45	1,793,067.37	2,530,375.86	75,548.75	672,513.52	748,062.27	3,278,438.13
Mendocino	493,914.08	508,013.22	518,984.65	3,693,187.87	5,214,099.82	432,033.04	1,507,715.67	1,939,748.71	7,153,848.53
Merced	938,099.33	911,589.67	905,390.61	6,642,709.72	9,397,789.33	807,093.21	2,561,647.25	3,368,740.46	12,766,529.79
Modoc	408,557.05	394,485.84	380,564.74	2,736,244.27	3,919,851.90	138,563.51	782,316.62	920,880.13	4,840,732.03
Mono	347,864.02	337,992.42	325,107.05	2,102,079.19	3,113,042.68	25,915.20	555,622.16	581,537.36	3,694,580.04
Monterey	959,528.53	901,235.20	861,175.58	5,687,544.60	8,409,483.91	1,130,162.04	3,587,451.42	4,717,613.46	13,127,097.37
Napa	391,106.03	366,944.29	350,328.39	2,238,510.63	3,346,889.34	505,579.57	1,711,829.65	2,217,409.22	5,564,298.56
Nevada	281,811.71	274,344.95	261,047.16	1,892,132.97	2,709,336.79	228,412.79	1,057,595.53	1,286,008.32	3,995,345.11
Orange	2,543,664.58	2,229,510.10	1,958,961.56	9,394,478.81	16,126,615.05	2,734,226.35	7,402,144.60	10,136,370.95	26,262,986.00
Placer	496,953.97	478,016.19	460,013.80	3,103,716.15	4,538,700.11	510,353.73	1,736,028.63	2,246,382.36	6,785,082.47
Plumas	351,870.20	341,061.55	316,681.89	2,306,144.79	3,315,758.43	143,645.55	824,032.98	967,678.53	4,283,436.96
Riverside	1,732,220.82	1,590,859.14	1,513,755.77	10,332,249.35	15,169,085.08	1,788,157.86	5,199,683.80	6,987,841.66	22,156,926.74
Sacramento	2,027,272.15	1,889,547.87	1,788,717.55	10,696,017.52	16,401,555.09	2,798,154.25	8,081,690.61	10,879,844.86	27,281,399.95
San Benito	238,016.61	230,814.74	225,383.58	1,614,513.37	2,308,728.30	253,474.18	1,030,029.46	1,283,503.64	3,592,231.94
San Bernardino	2,722,137.98	2,495,247.30	2,324,573.29	14,304,778.38	21,846,736.95	2,680,208.84	7,607,796.71	10,288,005.55	32,134,742.50
San Diego	3,723,572.09	3,406,967.20	3,157,345.43	18,667,909.82	28,955,794.54	4,594,698.16	13,100,023.75	17,694,721.91	46,650,516.45
San Francisco	2,737,107.98	2,673,499.15	2,649,441.28	19,466,368.37	27,526,416.78	8,496,430.50	21,225,166.74	29,721,597.24	57,248,014.02
San Joaquin	1,367,147.86	1,293,932.39	1,254,779.13	8,225,153.61	12,141,012.99	2,396,974.84	6,442,617.09	8,839,591.93	20,980,604.92
San Luis Obispo	735,595.00	707,430.58	678,233.96	4,777,298.38	6,898,557.92	687,380.04	2,180,027.35	2,867,407.39	9,765,965.31

San Mateo	1,750,020.55	1,610,854.83	1,510,990.54	8,338,971.62	13,210,837.54	1,524,891.92	4,835,133.24	6,360,025.16	19,570,862.70
Santa Barbara	729,982.93	658,854.55	613,632.73	4,194,697.07	6,197,167.28	1,377,382.61	3,926,796.40	5,304,179.01	11,501,346.29
Santa Clara	2,415,684.02	2,192,575.46	2,022,958.08	11,271,912.22	17,903,129.78	3,220,645.21	8,753,044.60	11,973,689.81	29,876,819.59
Santa Cruz	524,019.71	496,405.34	467,783.65	3,210,497.57	4,698,706.27	848,701.56	2,652,657.22	3,501,358.78	8,200,065.05
Shasta	642,889.13	617,183.15	594,926.35	4,254,107.95	6,109,106.58	398,125.70	1,470,019.36	1,868,145.06	7,977,251.64
Sierra	170,778.97	172,349.64	166,827.41	1,081,168.15	1,591,124.17	44,164.23	590,933.46	635,097.69	2,226,221.86
Siskiyou	737,902.97	714,718.56	682,577.25	5,205,032.01	7,340,230.79	466,805.43	1,625,500.16	2,092,305.59	9,432,536.38
Solano	559,783.54	567,525.90	565,392.37	3,997,260.24	5,689,962.05	913,226.39	2,832,555.69	3,745,782.08	9,435,744.13
Sonoma	993,284.73	932,296.45	883,876.07	5,827,023.79	8,636,481.04	1,495,669.66	4,150,156.07	5,645,825.73	14,282,306.77
Stanislaus	1,059,539.47	1,006,258.06	977,271.83	7,211,603.83	10,254,673.19	1,574,418.86	4,333,272.28	5,907,691.14	16,162,364.33
Sutter	414,894.19	410,056.87	403,192.50	3,022,047.52	4,250,191.08	351,821.48	1,318,826.89	1,670,648.37	5,920,839.45
Tehama	471,524.59	456,556.61	448,794.02	3,324,001.17	4,700,876.39	313,208.39	1,182,680.76	1,495,889.15	6,196,765.54
Trinity	386,062.65	372,690.53	353,801.81	2,407,653.21	3,520,208.20	45,458.77	607,911.00	653,369.77	4,173,577.97
Tulare	1,600,790.79	1,548,229.95	1,525,072.30	11,318,261.43	15,992,354.47	1,936,965.44	5,216,635.12	7,153,600.56	23,145,955.03
Tuolumne	222,582.85	217,915.87	213,623.28	1,780,856.61	2,434,978.61	185,339.59	896,245.74	1,081,585.33	3,516,563.94
Ventura	793,738.68	737,726.54	701,681.71	4,367,279.08	6,600,426.01	1,135,886.23	3,446,125.14	4,582,011.37	11,182,437.38
Yolo	480,503.27	460,892.19	449,980.39	3,308,917.44	4,700,293.29	577,839.93	1,840,552.20	2,418,392.13	7,118,685.42
Yuba	290,353.52	287,587.23	279,378.55	2,074,528.44	2,931,847.74	323,925.88	1,225,784.23	1,549,710.11	4,481,557.85
Totals	$79,595,990.83	$75,656,519.07	$72,682,437.15	$472,728,901.17	$700,663,848.22	$113,801,938.53	$326,147,403.55	$439,949,342.08	$1,140,613,190.30

STATEMENT B-3

SHARED REVENUES—HIGHWAY USERS TAX FUND

DETAIL OF APPORTIONMENTS PAID TO COUNTIES DURING THE FISCAL YEAR ENDED JUNE 30, 1959

(Apportionments Are as Authorized by Sections of the Streets and Highways Code as Noted)

Counties	Amounts payable under Sections 2104 and 2110			One cent per gallon tax under Section 2105		⅜¢ per gallon tax under Section 2106					
							For construction on county road system				
	For snow removal	For heavy rainfall and storm damage	Balance of apportionment	For engineering costs and administrative expenses (Section 2111a)	Balance of apportionment (Section 2111b and c)	Per Section 2114	Per Section 2115	Per Section 2116	Total apportionment	Amount deducted for services per Section 2120	Net payment
Alameda	----------	$14,370.00	$582,145.00	$20,000.00	$2,589,110.71	----------	$391,787.02	----------	$3,597,412.73	$40,773.08	$3,556,639.65
Alpine	$2,150.00	----------	399.63	20,000.00	31,818.01	----------	278.68	$13,734.41	68,380.73	----------	68,380.73
Amador	1,000.00	740.00	7,856.74	20,000.00	64,689.05	$42,620.95	5,311.62	48,079.77	190,298.13	----------	190,298.13
Butte	9,550.00	880.00	71,217.31	20,000.00	343,541.75	79,783.50	48,002.05	189,663.35	762,637.96	----------	762,637.96
Calaveras	3,500.00	----------	9,495.93	20,000.00	71,818.35	103,750.65	6,404.93	78,662.92	293,632.78	----------	293,632.78
Colusa	----------	1,850.00	12,299.73	20,000.00	84,486.22	131,903.78	8,339.63	96,952.61	355,831.97	9,000.00	346,831.97
Contra Costa	----------	57,820.00	257,574.11	20,000.00	1,158,598.57	----------	172,759.79	----------	1,666,752.47	12,936.89	1,653,815.58
Del Norte	----------	1,375.00	14,023.01	20,000.00	91,729.46	----------	9,450.30	30,928.59	167,506.36	----------	167,506.36
El Dorado	14,100.00	----------	21,392.23	20,000.00	124,245.36	129,568.14	14,427.17	113,720.37	437,453.27	----------	437,453.27
Fresno	----------	3,490.00	273,918.17	20,000.00	1,234,626.68	11,272.23	184,434.37	527,947.42	2,255,688.87	----------	2,255,688.87
Glenn	----------	----------	16,011.61	20,000.00	101,115.55	155,240.45	10,893.23	114,859.19	418,120.03	----------	418,120.03
Humboldt	5,700.00	26,975.00	79,842.81	20,000.00	381,091.79	147.38	53,746.64	151,500.59	719,004.21	----------	719,004.21
Imperial	----------	----------	49,888.77	20,000.00	252,169.19	409,615.81	34,017.13	296,509.88	1,062,200.78	----------	1,062,200.78
Inyo	9,700.00	----------	11,680.65	20,000.00	81,655.90	214,784.60	7,910.43	132,820.17	478,551.75	12,907.00	465,644.75
Kern	5,500.00	----------	218,227.57	20,000.00	991,523.09	4,258.63	147,199.39	411,528.67	1,798,237.35	61,648.77	1,736,588.58
Kings	----------	----------	38,455.52	20,000.00	199,828.33	118,948.67	26,002.92	142,826.66	546,062.10	----------	546,062.10
Lake	2,550.00	----------	13,808.27	20,000.00	90,883.17	70,180.08	9,319.35	72,148.40	278,889.27	----------	278,889.27
Lassen	29,800.00	----------	12,819.00	20,000.00	86,701.29	227,206.71	8,686.04	140,645.13	525,858.17	16,000.00	509,858.17
Los Angeles	35,750.00	54,195.00	4,227,643.46	20,000.00	18,558,192.82	----------	2,836,550.65	----------	25,732,331.93	470,553.64	25,261,778.29
Madera	5,100.00	----------	31,545.36	20,000.00	169,402.97	218,845.78	21,347.70	173,950.55	640,192.36	----------	640,192.36
Marin	----------	20,670.00	88,941.19	20,000.00	420,672.61	----------	59,799.93	----------	610,083.73	----------	610,083.73
Mariposa	2,600.00	----------	4,569.24	20,000.00	50,249.32	101,553.68	3,100.43	68,014.66	250,087.33	----------	250,087.33
Mendocino	----------	11,395.00	39,995.30	20,000.00	206,128.70	67,042.30	26,965.73	122,387.05	493,914.08	24,000.00	469,914.08
Merced	----------	----------	62,673.49	20,000.00	307,421.91	253,997.34	42,474.24	251,532.35	938,099.33	43,632.00	894,467.33
Modoc	17,350.00	----------	7,648.95	20,000.00	63,358.26	184,306.74	5,107.89	110,965.21	408,557.05	----------	408,557.05
Mono	21,000.00	----------	2,111.64	20,000.00	39,524.07	169,926.93	1,457.77	93,843.61	347,864.02	----------	347,864.02
Monterey	----------	20,230.00	116,504.76	20,000.00	542,121.24	----------	78,396.36	182,276.17	959,528.53	----------	959,528.53
Napa	----------	10,665.00	43,486.56	20,000.00	221,623.30	----------	29,335.04	65,996.13	391,106.03	----------	391,106.03
Nevada	30,350.00	3,925.00	15,992.05	20,000.00	100,535.96	38,098.29	10,794.14	62,116.27	281,811.71	----------	281,811.71
Orange	----------	280.00	411,688.95	20,000.00	1,835,403.92	----------	276,291.71	----------	2,543,664.58	----------	2,543,664.58
Placer	23,850.00	465.00	40,666.19	20,000.00	209,291.25	56,264.25	27,443.04	118,974.24	496,953.97	----------	496,953.97
Plumas	66,900.00	4,905.00	13,343.44	20,000.00	89,029.66	75,101.34	9,052.81	73,537.95	351,870.20	21,629.00	330,241.20
Riverside	5,400.00	6,480.00	212,014.69	20,000.00	962,508.46	----------	142,737.50	383,080.17	1,732,220.82	18,860.95	1,713,359.87
Sacramento	----------	----------	315,233.73	20,000.00	1,471,353.99	----------	220,684.43	----------	2,027,272.15	----------	2,027,272.15
San Benito	----------	5,850.00	12,955.30	20,000.00	86,845.47	44,719.53	8,699.19	58,947.12	238,016.61	1,100.00	236,916.61

San Bernardino	41,950.00	14,260.00	338,071.40	20,000.00	1,514,155.48	----------	227,188.45	566,512.65	2,722,137.98	9,393.98	2,712,744.00
San Diego	14,900.00	15,085.00	601,493.45	20,000.00	2,668,288.86	----------	403,804.78	----------	3,723,572.09	----------	3,723,572.09
San Francisco	----------	5,555.00	441,674.80	20,000.00	1,972,469.21	----------	297,408.97	----------	2,737,107.98	----------	2,737,107.98
San Joaquin	----------	----------	177,790.58	20,000.00	811,185.33	----------	119,587.49	238,584.46	1,367,147.86	4,000.00	1,363,147.86
San Luis Obispo	----------	31,610.00	57,882.63	20,000.00	285,182.29	120,231.71	39,049.01	181,639.36	735,595.00	10,977.56	724,617.44
San Mateo	----------	----------	281,110.33	20,000.00	1,260,554.60	----------	188,355.62	----------	1,750,020.55	27,336.38	1,722,684.17
Santa Barbara	----------	41,880.00	105,178.60	20,000.00	492,197.28	----------	70,727.05	----------	729,982.93	46,487.21	683,495.72
Santa Clara	----------	----------	391,005.84	20,000.00	1,742,575.95	----------	262,102.23	----------	2,415,684.02	16,070.60	2,399,613.42
Santa Cruz	----------	66,490.00	67,199.06	20,000.00	325,149.89	----------	45,180.76	----------	524,019.71	----------	524,019.71
Shasta	32,000.00	----------	50,117.27	20,000.00	250,889.51	99,210.49	33,811.08	156,860.78	642,889.13	----------	642,889.13
Sierra	12,550.00	1,820.00	1,901.33	20,000.00	38,546.49	53,439.51	1,308.42	41,213.22	170,778.97	----------	170,778.97
Siskiyou	58,950.00	4,450.00	29,339.02	20,000.00	159,628.00	258,398.00	19,843.23	187,294.72	737,902.97	----------	737,902.97
Solano	----------	----------	82,901.18	20,000.00	394,496.06	----------	55,793.75	6,592.55	559,783.54	----------	559,783.54
Sonoma	----------	55,975.00	115,142.71	20,000.00	535,334.89	----------	77,372.64	189,459.49	993,284.73	----------	993,284.73
Stanislaus	----------	----------	127,328.82	20,000.00	590,504.53	658.82	85,811.26	235,236.04	1,059,539.47	----------	1,059,539.47
Sutter	----------	----------	25,889.28	20,000.00	144,645.19	98,063.81	17,551.20	108,744.71	414,894.19	2,616.60	412,277.59
Tehama	500.00	----------	20,631.73	20,000.00	121,108.62	166,483.38	13,946.52	128,854.34	471,524.59	16,693.00	454,831.59
Trinity	32,300.00	11,685.00	7,830.72	20,000.00	64,675.52	148,675.48	5,304.93	95,591.00	386,062.65	35,838.00	350,224.65
Tulare	----------	----------	123,125.80	20,000.00	572,595.02	376,697.23	83,060.94	425,311.80	1,600,790.79	189,886.00	1,410,904.79
Tuolumne	5,950.00	----------	12,826.85	20,000.00	86,592.53	34,358.47	8,663.43	54,191.57	222,582.85	----------	222,582.85
Ventura	----------	----------	122,482.53	20,000.00	568,787.62	----------	82,468.53	----------	793,738.68	12,025.51	781,713.17
Yolo	----------	----------	50,723.39	20,000.00	252,701.69	7,537.93	34,090.88	115,449.38	480,503.27	4,345.71	476,157.56
Yuba	9,050.00	4,630.00	23,014.32	20,000.00	131,485.48	19,147.52	15,535.74	67,490.46	290,353.52	----------	290,353.52
Total	$500,000.00	$500,000.00	$10,592,552.00	$1,160,000.00	$48,297,046.42	$4,292,040.11	$7,127,176.16	$7,127,176.14	$79,595,990.83	$1,108,711.88	$78,487,278.95

STATEMENT B-4

STATEMENT OF REGISTRATION OF MOTOR VEHICLES IN THE STATE OF CALIFORNIA FROM RECORDS OF THE DEPARTMENT OF MOTOR VEHICLES TO JUNE 30, 1959

	Fee paid registrations				Exempt registrations	Total registrations	Yearly increase	Percent increase over previous year
	Autos	Trucks	Trailers	Motorcycles				
3/22/05- 6/30/06	6,428					6,428		
7/ 1/06- 6/30/08	17,015					17,015	10,587	164.70
7/ 1/08- 6/30/10	36,146					36,146	19,131	112.44
7/ 1/10- 6/30/12	76,669					76,669	40,523	112.11
7/ 1/12-12/31/13	122,444					122,444	45,775	59.70
1914	123,516			24,709		148,225	25,781	21.06
1915	164,795			26,401		191,196	42,971	28.39
1916	232,440			30,994		263,434	72,238	37.78
1917	306,916			30,417		337,333	73,899	28.05
1918	364,800		674	25,973		391,447	54,114	16.04
1919	477,450		1,658	26,072		505,180	113,733	29.06
1920	532,934	41,689	2,644	20,564	9,000	604,187	99,007	19.60
1921	645,522	35,092	3,421	17,729	11,721	713,485	109,298	18.09
1922	822,394	39,413	4,861	16,301	14,163	897,132	183,647	25.74
1923	1,056,756	43,527	5,808	14,694	16,660	1,137,445	240,313	26.79
1924	1,125,201	193,871	19,033	12,324	17,776	1,368,205	230,760	20.29
1925	1,224,831	214,571	25,453	10,997	22,280	1,498,132	129,927	9.50
1926	1,383,097	216,149	30,759	10,289	24,027	1,664,321	166,180	11.09
1927	1,479,411	213,784	34,126	9,444	26,108	1,762,873	98,552	5.92
1928	1,582,477	217,413	37,073	9,449	30,520	1,876,932	114,059	6.47
1929	1,885,308	89,033	42,899	9,628	35,275	2,062,143	185,211	9.87
1930	1,941,969	99,387	48,532	9,405	37,337	2,136,630	74,487	3.61
1931	1,938,068	105,213	55,024	8,970	38,199	2,145,474	8,844	0.41
1932	1,865,333	106,283	61,870	8,338	38,433	2,080,257	—65,217	—3.04
1933	1,850,608	108,189	69,987	8,134	38,507	2,075,425	—4,832	—0.23
1934	1,876,192	116,924	79,474	8,294	39,569	2,120,453	45,028	2.17
1935	2,015,018	135,722	95,227	8,861	25,657	2,280,485	160,032	7.55
1936	2,178,038	148,991	112,080	9,816	28,638	2,477,563	197,078	8.64
1937	2,319,341	164,132	132,927	11,240	29,593	2,657,233	179,670	7.25
1938	2,339,208	170,483	142,257	11,785	30,732	2,694,465	157,366	5.92
1939	2,422,322	182,825	155,304	13,247	33,875	2,807,573	113,108	4.20
1940	2,573,264	198,895	167,917	15,876	34,310	2,990,262	182,689	6.51
1941	2,740,101	221,146	184,096	18,051	35,305	3,198,699	208,437	6.97
1942	2,617,853	216,955	187,431	19,913	38,292	3,080,444	—118,255	—3.70
1943	2,533,436	215,465	176,257	19,414	41,224	2,985,796	—94,648	—3.07
1944	2,553,362	225,881	191,672	22,309	43,406	3,036,630	50,834	1.70
1945	2,604,789	248,388	238,490	27,173	44,536	3,163,376	126,746	4.17
1946	2,801,076	296,806	307,816	36,353	47,773	3,489,824	326,448	10.32
1947	3,113,329	363,225	349,743	53,234	54,564	3,934,095	444,271	12.73
1948	3,350,078	403,702	361,230	60,857	57,722	4,233,589	299,494	7.61
1949	3,671,466	429,725	355,575	57,475	65,254	4,579,495	345,906	8.17
1950	4,076,484	481,809	363,055	54,948	67,072	5,043,368	463,873	10.13
1951	4,320,124	541,394	389,633	52,373	63,990	5,367,514	324,146	6.43
1952	4,499,775	585,381	412,749	50,737	68,365	5,617,007	249,493	4.65
1953	4,790,541	643,060	438,399	50,726	70,530	5,993,256	376,249	6.70
1954	4,660,476	622,204	390,987	42,683	71,313	6,194,642	201,386	3.36
1955	5,360,717	747,180	491,169	50,699	81,891	6,731,656	537,014	8.67
1956	5,643,771	808,720	559,107	54,101	82,149	7,147,848	416,192	6.18
1957	5,895,909	849,964	599,231	57,400	89,340	7,491,844	343,996	4.81
1958	6,268,271	938,128	694,174	63,017	97,528	8,061,108	569,264	7.60
1959 to June 30	5,791,241	798,054	599,623	54,418	101,707	7,345,043		

NOTE: Prior to 1920 auto and truck registration was not segregated.
— Indicates decrease.

APPENDIX C

CONTRACT STATISTICS

APPENDIX C

CONTRACT STATISTICS

(a) Completed Contracts ..... July 1, 1958, to June 30, 1959

(b) Incomplete Contracts ..... June 30, 1959

NOTE: For contracts completed prior to July 1, 1946, see Fifteenth Biennial Report.

For contracts completed between July 1, 1946, and June 30, 1954, see Eighth Annual Report.

For contracts completed between July 1, 1954, and June 30, 1958, see Twelfth Annual Report.

NOTE: An asterisk (*) opposite a contract indicates final cost figures not yet available.

COUNTY ABBREVIATIONS
USED IN LIST OF CONTRACTS

Ala	Alameda	Kin	Kings	Ora	Orange	SCr	Santa Cruz
Alp	Alpine	Lak	Lake	Pla	Placer	Sha	Shasta
Ama	Amador	Las	Lassen	Plu	Plumas	Sie	Sierra
But	Butte	L.A	Los Angeles	Riv	Riverside	Sis	Siskiyou
Cal	Calaveras	Mad	Madera	Sac	Sacramento	Sol	Solano
Col	Colusa	Mrn	Marin	SBt	San Benito	Son	Sonoma
C.C	Contra Costa	Mpa	Mariposa	SBd	San Bernardino	Sta	Stanislaus
D.N	Del Norte	Men	Mendocino	S.D	San Diego	Sut	Sutter
E.D	El Dorado	Mer	Merced	S.F	San Francisco	Teh	Tehama
Fre	Fresno	Mod	Modoc	S.J	San Joaquin	Tri	Trinity
Gle	Glenn	Mno	Mono	SLO	San Luis Obispo	Tul	Tulare
Hum	Humboldt	Mon	Monterey	S.M	San Mateo	Tuo	Tuolumne
Imp	Imperial	Nap	Napa	S.B	Santa Barbara	Ven	Ventura
Iny	Inyo	Nev	Nevada	SCl	Santa Clara	Yol	Yolo
Ker	Kern					Yub	Yuba

ABBREVIATIONS USED IN CONTRACT TABLES

AC	Asphalt Concrete
Appr	Approach, Approaches
Ar Ct	Armor Coat
Ave	Avenue
Bet	Between
BST	Bituminous Surface Treatment
Blvd	Boulevard
Br	Bridge
Bros	Brothers
Chnlz	Channelization
CL	City Limits
Co	County, Company
Conc	Concrete
Conn	Connection
Const	Construction
Contg	Contracting
Contr	Contractor
Corp	Corporation
Cr	Creek
CTB	Cement Treated Base
CTS	Cement Treated Subgrade
Culv	Culvert
Dist	District
Dr	Drive
ECL	East City Limits
Elec	Electric
Elecl	Electrical
Ely	Easterly
Engr	Engineering
Fk	Fork
Frwy	Freeway
Gr Sep	Grade Separation
Hwy	Highway
IB	Imported Base
IBM	Imported Base Material
Illum	Illuminated
Inc	Incorporated
Intrch	Interchange
Intrs	Intersection, Intersections
ISM	Imported Selected Material
Jct	Junction
Ltd	Limited
Maint	Maintenance
Mi	Mile
NCL	North City Limits
Nly	Northerly
OC	Overcrossing
OH	Overhead
Pavt	Pavement
PCC	Portland Cement Concrete
Ped	Pedestrian
Pen Tr	Penetration Treatment
PMS	Plant Mixed Surfacing
Por	Portions
RC	Reinforced Concrete
Rd	Road
Ret	Retaining
Riv	River
RMS	Road Mixed Surfacing
RR	Railroad
Rte	Route
Ry	Railway
SCL	South City Limits
Sl Ct	Seal Coat
Shldrs	Shoulders
Sly	Southerly
St	Street
Sta	Station
Stl	Steel
Str	Structure
Surf	Surface, Surfacing
UB	Untreated Base
UC	Undercrossing
UP	Underpass
URB	Untreated Rock Base
URS	Untreated Rock Surfacing
WCL	West City Limits
Wly	Westerly
Xing	Crossing

COMPLETED CONTRACTS - JULY 1, 1958 TO JUNE 30, 1959

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-4TC57	Ala	5	B	Three mi E of Dublin at Tassajara Cr		12/ 3/58	Power - Mullin Const., Inc.	Extend Centerwall of Box Culv	3,700	900	*4,600
59-4TC71	Ala	5	B	Bet Bohlmer Hill & Crow Canyon Rd		12/31/58	Ora B. Elliott	Drainage Facilities	4,906	1,030	*5,936
60-4TC12	Ala,C.C	5,75	C,Hay, D	Bet NCL of Fremont & Tennyson Rd in Hayward & bet Brentwood & San Joaquin Co Line	10.9	5/13/59	Lee J. Immel	PMS	61,670	7,300	*68,970
59-4TC1	Ala	5,228	G,A	Near Castro Valley bet Center St & Rte 69.....	3.8	1/ 2/58	Huettig & Schromm Inc.....	Roadside Planting.....	11,739	2,100	*13,839
59-4TC58	Ala	5	G	Castro Valley Blvd		12/ 9/58	Silva Brothers	Grade & PMS on CTB on Appr to State Hwy	7,985	1,600	*9,585
59-4TC10-P	Ala	5	Hay	In Hayward on Castro St at Tennyson Rd.....	0.4	5/ 1/58	Richmond Export Services, Inc.	Grade, PMS on CTB, Conc Islands, Chnlz, Signals & Lights.....	61,634	8,000	*69,634
59-4TC72	Ala	5,105	SLn	On E 14th St bet Dutton Ave & 148th Ave & on McArthur Blvd at Estudillo Ave		1/14/59	H. S. Electric Co.	Chnlz, Signals & Lights	20,997	2,224	*23,221
59-4TC43-FI	Ala	69	Ber,Alb	Bet Virginia St. & Albany, in Berkeley & Albany	0.8	10/ 2/58	Watkin & Sibbald	Roadside Development	32,262	4,200	*36,462
57-4TC45-F	Ala	69	E,Nwk,Fmt	Bet Warm Springs Jct & Beard Rd	9.9	11/26/56	Gordon H. Ball & Ball & Simpson.....	Gr, PMS on ISM & CTB, PCC on CTS, 3 RC Br, 3 RC OC, 6 Stl OC, Stl UC, Stl Br.....	6,902,685	691,500	*7,594,185
59-4TC25-FI	Ala	69	Emv,Ber	Bet Ashby Ave & Virginia St, in Emeryville & Berkeley.....	1.8	6/17/58	Stephen L. Vistica & Son, Inc.	Roadside Development.....	57,143	7,465	*64,608
59-4TC51	Ala	69	Fmt	Bet Warm Springs & Beard Rd, in the City of Fremont	7.3	11/20/58	Lee J. Immel	PMS	46,480	5,900	*52,380
59-14TC5	Ala	69	Hay	Across Rte 69, bet Tennyson Rd & Rte 105.....		4/24/58	Dan Caputo Co.....	RC Ped OC.....	53,164	7,000	*60,164
58-14TC6-F	Ala	69	Oak	On Eastshore Frwy bet 0.25 Mi E of Fallon St & 0.22 Mi W of Market Street.....	0.5	4/15/57	Johnson, Drake & Piper Inc...	Grade, PCC & PMS, 2 RC Viaducts, RC UC & Widen Stl Br.	5,002,854	450,000	*5,452,854
58-4T9	Ala	69	Oak,C,SLn	Fallon St to Washington Ave...		1/ 9/58	Day Labor.....	Stripe.....	5,980	0	*5,980
59-SMAC9	Ala,S.M	105	Hay,B	See San Mateo County							
59-4TC73-P	Ala	105,5	Hay,D	On Jackson St at Calaroga Ave & Winton Ave, & on Foothill Blvd at Mattox Rd		1/14/59	Bay Western Electric Const. Co., Inc.	Signals, Lights & Flashing Beacons	37,727	4,700	*42,427
59-4TC39	Ala	107	Fmt	Near East Portal of Western Pacific Tunnel No. 1	0.2	8/20/58	O. C. Jones & Sons	Widen Road	11,566	1,800	*13,366
59-4BC810-F	Ala	107	Fmt,A	Bet Niles & Sunol, at five locations		11/ 7/58	Thomas Const. Co.	Embankments, Shldrs, Riprap, & Drainage Facilities	130,468	14,142	*144,610
59-4BC813-F	Ala	107	Fmt	Near ECL of Fremont		11/18/58	Williams Bros.	Grade, PMS on UB & Drainage Facilities	8,538	1,263	9,801
58-4TA10	Ala	107	Nwk	400 ft E of Mayhews Landing Rd		6/11/58	Alameda County Flood Control & Water Conservation Dist.....	Culvert.....	14,900	0	14,900
59-4TC60	Ala,S.M	107	Var	See San Mateo County							
59-4TC75-P	Ala	108	Lvmr	On First St at Livermore Ave		1/27/59	Marshall Electric Co.	Signals & Chnlz	5,239	1,200	*6,439
59-4TC41	Ala	226	Ala	In Alameda, near the Posey Tube		9/15/58	O. C. Jones & Sons	Grade Areas, PMS on UB, & Chain Link Fence	202,746	22,000	*224,746
58-4TA3	Ala	226	Oak	At Hegenberger Rd-Jones Ave-Maitland Dr.		1/ 9/58	City of Oakland.....	Signals, lights & chnlz.....	25,699	0	25,699
58-4TA1	Ala	226	SLn	At Davis Street.....		10/15/57	City of San Leandro.....	Signals.....	3,879	0	3,879
59-4TC12	Ala	226	SLn	At Jct of Davis St & Doolittle Dr.....		5/ 2/58	Redgwick & Banke, Inc.....	Grade, PMS on CTB, Signals & Lights.....	30,166	4,700	*34,866
58-4TC2-P	Ala	227	Oak	Bet Park Blvd & 0.6 Mi S of Lincoln Ave.....	1.4	2/15/57	Gallagher & Burk Inc.....	Grade, PMS on CTB, Ped UC & 7 RC Ret Walls.....	1,164,579	128,100	*1,292,679
59-4TC22	Ala	227	Oak	Bet Broadway Terrace & S of Park Blvd.....	2.0	5/22/58	Watkin & Sibbald.....	Roadside Development.....	48,531	5,900	*54,431
59-4TC11	Ala,C.C	Var	Var	Various Locations.....	12.7	5/13/58	C. & H. Contractors, Inc.....	PMS.....	134,735	15,000	*149,735
59-4DDC24-p	Ala	FAS 1019		On Santa Rita Rd, bet Pleasanton & Arroyo Mocho Br	1.7	9/18/58	Close Const. Co., Inc. and Krull & Pacheaco	Grade, PMS on CTB, Stl & RC Br	356,977	2,000	*358,977
59-4SDC6-P	Ala	FAS 1021		On Pleasanton - Livermore Rd, bet First St & Radum	0.6	11/20/58	Lee J. Immel	PMS on UB	32,520	800	*33,320
59-4SDC7-P	Ala	FAS 1026		Alvarado - Niles Rd, bet Decoto Rd & Fremont CL	0.8	11/25/58	Ransome Co.	Grade, PMS on CTB & IBM	78,482	1,000	*79,482
	Ala			Various Locations				Minor Improve (DL & Contract)	29,340	509	29,849
58-10DDC15-P	Alp	FAS 1258		On Hot Springs Rd & Montgomery St, bet 0.5 Mi E of Grovers Hot Springs & State Rte 23 in Markleeville.....	3.6	7/11/57	Nevada Contractors Inc.....	Grade & RMS.....	99,947	12,500	*112,447
59-14DDC42-P	Alp	FAS 1258		On Laramie St, bet Hot Springs Rd & State Rte 23 in Markleeville	0.3	7/31/58	Nevada Contractors, Inc.	Grade, PMS on IBM & RC Br	38,389	1,000	*39,389
	Alp			Various Locations				Minor Improve (DL & Contract)	0	0	0
59-14TC20	Ama	34	A	Across Dry Cr, 2.3 mi W of Ione		10/28/58	H. F. Lauritzen	Repair Timber Bridge	5,772	500	*6,272
58-10TC13-F	Ama	34,65	B;B	Bet Lancha Plana Rd & 0.5 Mi E of Martell.....	7.8	7/ 9/57	Transocean Engineering Corp...	Grade, PMS on UB & Stl UP.....	1,070,989	210,000	*1,280,989
58-10TC20	Ama	34	D	At Pioneer.....	0.2	6/11/58	Claude C. Wood Co.....	Grade & PMS on UB.....	20,692	2,600	*23,292
59-10TC12	Ama,S.J, Cal	Var	Var	See San Joaquin County.....							
59-10DDC25-P	Ama	FAS 951		On Ridge Rd, bet 0.3 Mi NE of State Hwy Rte 34 & State Hwy Rte 65	1.4	11/20/58	Claude C. Wood Co.	Grade & PMS on UB & on IBM	126,314	15,500	*141,814
58-14DDC35-P	Ama	FAS 1235		Latrobe Bridge across Cosumnes Riv, 2.0 Mi S of Latrobe.....		4/ 4/58	Thomas Const. Co.....	RC Br.....	123,723	14,000	*137,723
	Ama			Various Locations				Minor Improve (DL & Contract)	6,553	0	6,553
58-3TA6	But	3	A	West side of Feather River, near Biggs		5/13/58	.....	Material Site Acquisition.....	10,500	0	*10,500
59-3TC33	But	3,21,87	B,A,B	On US 99E at Jct of Rte 21 & at Jct of Rte 87		2/18/59	Myers Industrial Electric	Lighting Systems	10,503	223	*10,726
59-14TC18	But	3	Chc	On Broadway & on Main St bet 11th St & Memorial Way	0.8	10/22/58	A. Teichert & Son, Inc.	Grade, Chnlz, Signals, Lights, Widen 2 RC Br	221,475	32,000	*253,475
58-3TC35	But	21,87	Ovl	At Intrs of Montgomery St & Bridge St.....		5/12/58	Myers Industrial Electric.....	Chnlz & Signals.....	6,494	255	*6,749
58-3TA8	But	21	Ovl	Robinson St to Downer St.....		6/12/58	City of Oroville.....	Reconstruct curbs, sidewalks, gutters & surface.....	11,415	0	*11,415
58-3TC26	But,Gle	45,47,88	B;Orl,A; A;B,C	See Glenn County.....							
59-14BC82-F	But	47	A	Across Sacto Riv at Gianelli		10/17/58	William R. Cole	Bridge Abutment Protection	27,423	3,500	*30,923
58-3TC38	But	47	B	On Humboldt Rd bet ECL of Chico & Bruce Rd.....	2.3	5/23/58	A. Teichert & Son, Inc.....	PMS.....	16,243	1,600	*17,843
58-3TC30	But	87	A	Bet Union School & Rte 21.....	5.1	1/14/58	Baldwin Contracting Co., Inc..	Grade, PMS on UB & CTB.....	593,778	72,094	*665,872
59-3TC28	But	87	A	Bet Union School & 0.8 mi N of Adelaide	3.2	10/22/58	A. Teichert & Son, Inc.	Sl Ct	11,262	94	*11,356

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
58-14DDC22-P	But,Col	FAS 758		See Colusa County.....							
59-3BDC7-F	But	FAS 758		Oroville - Gridley Hwy bet 1.6 mi W of State Rte 87 & State Rte 87	1.6	8/ 4/58	A. Teichert & Son, Inc.	ISM, PMS on UB & Riprap	27,217	1,052	*28,269
	But			Various Locations				Minor Improve (DL & Contract)	2,627		2,627
59-10TC1	Cal	24	E	Bet 2.5 Mi E of Murphys & 3.5 Mi W of Big Trees.....	5.9	2/ 5/58	Claude C. Wood Co.....	Grade, PMS on CTB & IBM.....	576,832	98,000	*674,832
59-10TC14	Cal,Tuo	65;65, 40,13	Var	Various Locations	13.1	7/ 8/58	Beerman & Jones	PMS	71,650	6,000	*77,650
59-10TC12	Cal,Ama, S.J	Var	Var	See San Joaquin County.....							
	Cal			Various Locations				Minor Improve (DL & Contract)	7,352	0	7,352
59-3TC20-F	Col	15	E	Bet 5.3 mi W of Williams & Williams	5.3	8/22/58	M. J. Ruddy & Son	Grade & PMS on UB, RC Br & Widen RC Br	344,340	34,789	*379,129
59-3BC81-F	Col,Yol	50	A	See Yolo County							
58-3TC43	Col	88	B	Bet 0.1 Mi S of Leven St & Main St in Grimes.....	0.3	6/27/58	A. Teichert & Son, Inc.....	Grade & PMS on UB.....	19,425	2,438	*21,863
58-14DDC22-P	Col,But	FAS 758		Gridley-Colusa Hwy 9 Mi W of Gridley bet 0.1 Mi W of Butte Cr & Cherokee Canal.....	1.5	8/26/57	Lester L. Rice & Sons, Inc....	Grade & PMS on UB & 2 RC Brs..	305,515	15,000	*320,515
59-3SDC5-P	Col	FAS 1032		On Tule Rd, bet 4 mi E of Arbuckle & State Rte 88	6.0	10/30/58	A. Teichert & Son, Inc.	PMS	54,684	533	*55,217
	Col			Various Locations				Minor Improve (DL & Contract)	783	140	923
60-4TC12	C.C,Ala	5,75	C,Hay, D	See Alameda County							
56-14CBC2	C.C,Sol	7	A,F	Across Carquinez Strait at Crockett.....		12/ 7/55	American Bridge Div of United States Steel Co.....	Br Superstructure.....	9,805,332	350,000	*10,155,332
58-4CBC2	C.C	7	D,A	Bet 0.3 Mi N of Hercules & Carquinez Strait Br.....		4/10/58	Engineering Design Corp.....	Stl Sign Str & Illum Signs....	62,006	7,500	*69,506
58-14CBC7	C.C,Sol	7	D,A;F	Bet 0.6 Mi S & 0.5 Mi N of Carquinez Br.....		2/27/58	Rothschild, Raffin & Weirick..	PMS on CTB on Appr, Chnlz & Valona Intrch Str.....	1,080,552	90,000	*1,170,552
59-4TC40	C.C	7	Her,B	Bet Rte 106 & the Carquinez Br Appr	4.6	9/ 5/58	Richmond Export Services, Inc.	PMS	50,210	6,660	*56,870
59-4TC17-FI	C.C	7	Rch,SPb	Bet San Pablo Ave & Ridge Rd..	1.6	5/12/58	Elmer L. Dunn.....	Roadside Development & Maint Bldg.....	71,318	9,300	*80,618
59-4T4	C.C	7	SPb	At San Pablo Creek		12/15/58	Day Labor	Bank Protection	5,931	0	*5,931
59-4BC87-F	C.C	7	SPb	In San Pablo at San Pablo Dam Rd		10/24/58	Ransome Co.	Remove Slide & Const Shldrs	49,735	6,500	*56,235
59-4BC815-F	C.C	7	SPb, Rch	Bet San Pablo Dam Rd & Hilltop Dr		11/20/58	Fredrickson & Watson Const. Co.	Restore PCC, Shldrs, Slopes, Riprap & Drainage Facilities	46,500	2,424	*48,924
59-4TC4-FI	C.C	7	Var	At Richmond, Pinole & Hercules bet County Rd No 24 & 0.3 Mi N of Hercules.....		1/29/58	Fischbach & Moore, Inc.....	Illum Signs.....	81,238	9,900	*91,138
58-10T3	CC,Sol,Sac	11,53,208	Var	See Sacramento County.....							
56-4CBC1	C.C	14,7	D,A	Bet 0.6 mi N of Hercules & Crockett.....	2.9	12/ 7/55	Ferry Bros,John M. Ferry, Peter L Ferry & Son & L.A & R.S				
59-4TC23-P	C.C	14,7	ECr,Rch	On San Pablo Ave bet Carlson Blvd & Sierra Ave.....		5/22/58	Coopman Electric Co.....	Signals & Lights.....	18,382	3,000	*21,382
							Crow.....	Grade, PCC on CTB & 2 Stl OC, Stl UC, 2 RC UC.....	7,339,695	772,500	*8,112,195
58-4TA7	C.C	75,107	A,W1C	Vicinity of Oakland Blvd.....		2/ 6/58	City of Walnut Creek.....	Drainage System.....	11,000	0	11,000
59-4TC13	C.C	75	A	W of Walnut Cr, bet Hodges Rd & Grant Lane.....	0.5	5/ 1/58	Batista Landscape Service.....	Maint Bldg & Roadside Development.....	51,312	6,600	*57,912
59-4TC50	C.C	75	A	Westbound Off-Ramp of Pleasant Hill Intrch		11/17/58	H. S. Electric Co.	Signals & Lights	12,798	2,380	*15,178
59-4BC811-FP	C.C	75	A,B	Oak Hill Rd UC in Lafayette & at Willow Pass 6 mi W of Pittsburg		11/12/58	O. C. Jones & Sons	Grade, PCC & PMS on Shldrs, Drainage Facilities	66,515	7,200	*73,715
59-4BC817-F	C.C	75	A	0.7 mi E of Broadway Tunnel		12/16/58	Oscar C. Holmes, Inc.	Plate & Metal Liner Plate Culv	46,273	4,383	*50,656
59-4BC818-F	C.C	75	A	West Lafayette Intrch		1/ 6/59	O. C. Jones & Sons	CMP Drains & Conc Riprap	8,187	800	*8,987
59-4TC37-P	C.C	75	B,Cnd	Bet SCL of Concord & Willow Pass Rd	0.3	8/14/58	Gallagher & Burk, Inc.	Grade & PMS on CTB	45,336	5,500	*50,836
59-4TC18	C.C	75	C,D, Btwd	Bet Empire Ave & Birch St in Brentwood.....	6.3	5/12/58	A. Teichert & Son, Inc.....	PMS & Drainage Facilities.....	143,245	16,300	*159,545
59-4TC64	C.C	107	A	Bet 2.4 mi N of Alameda Co Line & 0.5 mi S of Walnut Cr		12/12/58	Bos Const. Co.	Repair Roadbed & Drainage Facilities	29,375	4,400	*33,775
59-4TC11	C.C,Ala	Var	Var	See Alameda County.....							
58-4DDC19-P	C.C	FAS 1255		On Wilbur Ave over Santa Fe RR near Antioch.....	1.0	1/ 2/58	Bos Const Co.....	Grade, PMS on UB & RC Stl Br..	387,188	37,300	*424,488
59-4SDC3-P	C.C	FAS 1255		Wilbur Ave bet A. T. & S. F. OH & Bridgehead Rd	1.8	11/ 5/58	Antioch Paving Co., Inc.	Grade & PMS on UB	145,842	1,000	*146,842
	C.C			Various Locations				Minor Improve (DL & Contract)	15,625	518	16,143
59-1TC4	D.N	1	B,CrC, C	Bet 0.6 Mi S of Elk Valley Rd & 0.4 Mi N of Northcrest Dr...	2.1	6/ 2/58	Mercer, Fraser Co., Inc. & Mercer,Fraser Gas Co., Inc....	Grade, PMS on CTB & Widen RC Br.....	578,106	59,989	*638,095
59-1TC10	D.N	1	B	Bet 3.2 mi N of Wilson Cr & 3.1 mi S of Crescent City (Various Locations)		8/14/58	Arthur B. Siri, Inc.	Grade & PMS on UB	45,483	1,312	*46,795
59-1TC5	D.N,Hum	56,1	Var	See Humboldt County.....							
58-1DDC8-P	D.N	FAS 984		Requa Rd bet Hunter Cr Br & 0.3 Mi Wly.....	0.3	11/27/57	R. H. Douglas.....	Grade, PMS on UB, Channels, RC Box Culv & RC Br Exten.....	123,078	12,700	*135,778
59-1SDC1-P	D.N	FAS 1190		On Elk Valley Rd bet State Rte 1 & State Rte 71	0.5	11/10/58	E. A. Forde Co.	Grade Rd & Drainage Facilities	40,988	3,226	*44,214
	D.N			Various Locations				Minor Improve (DL & Contract)	3,668	0	3,668
59-3TC36	E.D	11	A	Bass Lake Rd, 5 mi W of Shingle Springs		3/10/59	Reichhold & Jurkovich	Grade & PMS on UB	21,381	664	*22,045
59-3TC37	E.D	11	A	Latrobe Rd, 17 mi W of Placerville		4/21/59	P. J. Moore, Inc.	Widen Cut & Embankment	6,314	109	*6,423
59-3TC25	E.D	11	E	At East Entrance to Camino		10/ 1/58	P. J. Moore, Inc.	Chnlz & PMS on UB on Off-Ramp	10,410	352	*10,762
59-3TC10	E.D	11	H,I,J	Bet Fred's Place & 0.8 Mi E of Echo Summit.....	14.9	4/17/58	Harms Bros.....	PMS & Seal Coat.....	134,654	7,726	*142,380
58-3T1	E.D	93	A	Kelsey to Georgetown (Portions)		7/ 5/57	Day Labor.....	Widen.....	69,856	0	*69,856
59-3T1	E.D	93	A	Mile 10.2 to Mile 11.7		6/17/58	Day Labor	Widen & realign	49,929	0	49,929
59-3DDC25-P	E.D	FAS 1234		On Aukum Rd, bet Somerset & 0.7 mi N of the N Fork of Cosumnes Riv	1.5	11/18/58	Bennett Murray	Grade & Drainage Facilities	168,689	12,000	*180,689
	E.D			Various Locations				Minor Improve (DL & Contract)	18,525	737	19,262

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-6TC5	Fre	4	A,Fow,B	Bet South Ave & Calwa OH	6.5	7/ 2/58	Max M. Hayden as Receiver, Estate of Stewart & Nuss, Inc., Debtor	PMS	92,663	3,000	*95,663
58-6TC12	Fre	4	Fre,C	Bet Cherry Ave & Princeton Ave in Fresno.....		5/ 1/58	Independent Iron Works, Inc...	Stl Sign Str & Illum Signs....	22,571	2,400	*24,971
59-6TC14	Fre	4,131	Kngb	Bet SCL & Sierra Ave in Kingsburg		1/30/59	A-C Electric Co.	Flashing Beacons & Lights & Signals	17,063	2,200	*19,263
57-6T6	Fre	41,125	Fre	At Various Locations.....		2/ 8/57	Day Labor.....	Revise Signs.....	9,590	0	*9,590
58-6TC6-F	Fre	41	Fre,R	Bet R St & 0.2 Mi E of Chestnut Ave in the City of Fresno.	2.5	5/16/57	Stewart & Nuss Inc.....	Grade, PMS on UB & CTB.....	487,897	153,256	*641,153
59-6TC2	Fre	41,125	Fre	In Fresno, bet Santa Clara St & San Joaquin St.....	1.2	5/16/58	Thomas Constr. Co.....	Grade & PMS on CTB.....	106,988	27,000	*133,988
59-6TC7	Fre	41	Fre	On Fresno St, bet B St & Broadway	0.4	9/ 2/58	Smith-Wehner Co., Inc.	PMS	6,665	600	*7,265
58-6TC15	Fre	41	Q	Bet Kerman & Dry Cr Canal.....		6/19/58	Max M. Hayden.....	Irrigation Strs & Widen RC Br.	61,593	16,000	*77,593
59-6TC9	Fre	41	S	Bet 0.7 mi E of Reed Ave & 2.3 mi E of Friant - Kern Canal Br, 3 mi E of Centerville	1.4	9/15/58	Thomas Const. Co.	Grade, PMS on CTB & RC Br	199,546	44,000	*243,546
59-6TC1-P	Fre	76	A,Fre	Bet Blackstone Ave & 0.2 Mi E of Chestnut Ave.....	3.1	5/12/58	Commercial Transfer, Inc.....	Grade & PMS on UB.....	583,949	116,202	*700,151
58-6TC10	Fre	76	C	8.0 Mi N of Tollhouse.....		12/ 6/57	Fresno Paving Co.....	Loadometer Station.....	5,648	1,300	*6,948
59-6TC13	Fre	125	Fre,C	On Blackstone Ave at Ashlan Ave		12/26/58	Dale Electric	Signals & Lights	12,865	1,800	*14,665
59-6TC6	Fre	126	A	On Madera Ave near Kerman at Belmont Ave & at Ashlan Ave		7/17/58	Fresno Paving Co.	2 Drain Wells, Grade & PMS on IB	11,322	1,300	*12,622
59-6TC3	Fre,Mad, Mpa	Var	Var	Various Locations.....	34.7	6/16/58	Estate of Stewart & Nuss, Inc.	PMS.....	193,589	11,000	*204,589
59-6TC12	Fre	Var	Var	At various locations near Fresno		10/31/58	Smith-Wehner Co., Inc.	Drainage Wells	5,554	1,800	*7,354
58-6DDC22-P	Fre	FAS 809		Lassen Ave bet 0.5 Mi SW of Five Points & 1 Mi NE of Fresno Slough Bypass.....	11.0	11/21/57	Baun Const Co.....	Grade & PMS on CTB.....	633,189	15,500	*648,689
59-6SDC4-P	Fre	FAS 815		Jensen Ave, from Cedar Ave to De Wolf Ave	6.1	11/20/58	Rice Bros., Inc.	Grade & PMS on UB	324,647	8,500	*333,147
59-6DDC32-P	Fre	FAS 1230		On James Rd bet Adams Ave & Whites Bridge Rd	8.1	11/ 6/58	Rice Bros., Inc.	Grade, PMS on UB & IBM	627,162	48,000	*675,162
	Fre			Various Locations				Minor Improve (DL & Contract)	4,585	125	4,710
58-3TC39	Gle	45	A,B	At Shepards Slough, & bet 2.7 Mi S of Glenn & Codora Four Corners.....	1.9	6/ 2/58	Baun Constr. Co., Inc.....	Grade, PMS on UB, RC Br & PMS on UB on Appr.....	99,048	11,218	*110,266
58-3TC26	Gle,But	45,47,88	B;Orl,A; A;B,C	Bet Glenn & Codora Four Corners bet Orland & 1.6 Mi E of Sacramento Riv & bet Glenn & Hamilton City.....	17.4	11/15/57	Baun Const Co Inc.....	Grade, PMS on UB & RC Br.....	842,285	78,170	*920,455
59-3DDC21-P	Gle	FAS 531		On Elk Cr - Willows Rd, bet Athena & 6 mi W of Willows	6.1	9/18/58	Baun Const. Co.	Pen Tr on UB	156,592	1,609	*158,201
59-3SDC8-P	Gle	FAS 531		Elk Creek Rd bet 2.2 mi W & 0.5 mi W of Willows	1.7	11/ 7/58	Baun Const. Co., Inc.	Grade, UB on IBM, Sl Ct & Drainage Facilities	72,020	4,500	*76,520
	Gle			Various Locations				Minor Improve (DL & Contract)	0	0	0
58-1TC3	Hum	1	C,D	Bet one Mi S of Dyerville & Englewood.....	4.4	3/27/57	Guy F. Atkinson Co.....	Grade, PMS on CTB & UB, 3 RC UC, Stl Br & Widen RC Br.....	6,697,966	332,398	*7,030,364
59-1TC11	Hum	1	C	Bet Myers Flat & 1 mi S of Dyerville	6.7	8/28/58	Don F. Shuster	Clearing & Grubbing	251,098	44,333	*295,431
59-1TC16	Hum	1	C,D	At Dyerville Intrch & at Englewood Intrch		10/23/58	Brizard Construction Co.	Lights	13,777	652	*14,429
59-1TC8	Hum	1	D	Bet 0.8 mi & 1.0 mi N of Pepperwood	0.2	7/28/58	Arthur B. Siri, Inc.	Grade & PMS on IBM	28,964	2,578	*31,542
59-1TC19	Hum	1	F	Three mi S of Alton		12/12/58	Harold P. Hastings	RC Pipe Culvert	7,289	650	*7,939
59-1TC17	Hum	1	G	On US 101 at County Rd No P380, 2 mi S of Loleta		11/25/58	R. Flatland	Lights	3,504	289	*3,793
59-14TC17	Hum	1	G	Over the Northwestern Pacific RR Co., near Beatrice		9/15/58	John W. Lemon	Repair Br	18,684	6,500	*25,184
59-1BC82-F	Hum	1,35	G,A,B	Four Locations	0.2	9/15/58	Arthur B. Siri, Inc.	Repair Storm Damaged Roadbed	155,149	6,920	*162,069
58-14TC13	Hum	1	I	Across Mad River.....	0.6	6/19/57	Mercer Fraser Co Inc & Mercer Fraser Gas Co Inc.....	Grade Appr, PMS on UB, Stl & Conc Bridge.....	475,486	50,000	*525,486
58-1TC1-F	Hum	1	J	Bet Patricks Point State Park & 0.3 mi N of Big Lagoon.....	3.5	1/ 9/57	Norman I Fadel Inc.....	Grade & Drainage.....	1,051,172	89,480	*1,140,652
59-1TC3-F	Hum	1	J	Bet Patricks Point State Park & 0.3 Mi N of Big Lagoon.....	3.5	5/19/58	Mercer, Fraser Co., Inc. & Mercer Fraser Gas Co., Inc....	Grade, PMS on CTB & RC Br.....	783,718	79,459	*863,177
59-1TC15	Hum	1	J	3.7 mi N of Big Lagoon Br at Big Lagoon Hill		10/ 2/58	J. N. Pitcher Co.	Drainage Facilities	10,014	2,180	*12,194
59-1TC5	Hum,D.N	1,56	Var	Bet Mad Riv & Klamath & bet Ocean Ave in Ferndale & Fernbridge.....	9.6	6/ 2/58	Arthur B. Siri, Inc.....	PMS.....	65,026	2,276	*67,302
59-1TC6	Hum	20	A	Bet 0.1 Mi W of Essex Gulch Rd & 0.2 Mi E of Fieldbrook Rd.....	0.9	6/11/58	Mercer, Fraser Co., Inc. & Mercer, Fraser Gas Co., Inc...	Grade & PMS on UB.....	152,847	18,057	*170,904
59-1DDTC1-FP	Hum	35	B	Bet 1.8 mi & 1.2 mi W of Bridgeville	0.6	7/30/58	Marlin Tryon	Grade & Pen Tr	94,997	11,058	*106,055
58-1TC17	Hum,Tri	35	C,D;A	Various Locations.....	37.2	6/16/58	Morgan Construction Co.....	Pen Tr.....	70,535	2,256	*72,791
59-14BDC16-F	Hum	FAS 972		Across Moseley Slough, 3.5 mi W of Loleta	0.05	9/ 8/58	Walter Lenkeit	UB on Br Appr & Br Appr Roadways	57,420	6,100	*63,520
58-1BDC6-F	Hum	FAS 976		Bull Creek Rd, bet Wly boundary of Humboldt Redwoods State Park & 300 ft Wly of Cuneo Cr Br.....	1.6	6/16/58	Mercer, Fraser Co., Inc. & Mercer, Fraser Gas Co., Inc...	Grade & PMS on UB.....	172,675	6,446	*179,121
59-14BDC15-F	Hum	FAS 977		At Various Locations on Bricelland - Thorne Rd W of Redway		7/18/58	Ford Gravel Co.	4 RC & Stl Br, RC Br	146,114	23,000	*169,114
	Hum			Various Locations				Minor Improve (DL & Contract)	11,093	295	11,388
59-11VC10	Imp	26	D	2.1 mi S of Truckhaven at Zenas Ditch		10/22/58	Edward R. Siple Co.	RC Box Culv & PMS on UB on Appr	25,345	3,500	*28,845
59-11VC1-F	Imp	187	B,C	Bet Sandia Turn & Alamorio....	10.6	3/14/58	R. R. Hensler.....	Grade, PMS on UB & Widen RC Br.....	1,025,918	97,700	*1,123,618
59-11SDC1-P	Imp	FAS 649		Roads West J, West I & 65A, bet NCL of Westmorland & 4 Mi W of Calipatria	3.6	11/13/58	Imperial Paving & Rock Product Co.	Grade & RMS on UB	102,251	16,224	*118,475
59-11DDC10-B	Imp	FAS 1262		On Dogwood Rd bet State Rte 26 & El Centro, & bet County Rd 36 & Brawley	7.5	11/13/58	Rice Brothers, Inc.	Grade & RMS on UB	350,962	30,296	*381,258
	Imp			Various Locations				Minor Improve (DL & Contract)	6,332	0	6,332

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
58-9VC9-F	Iny	23	B,C	Bet Black Rock & 4.4 Mi S of Big Pine	6.2	1/23/58	I. L. Croft & Son, Inc.	Grade & PMS on UB	357,513	44,600	*402,113
59-9VC3	Iny	23	J,K	Bet Olancha & 2.7 Mi N of Cottonwood Cr	11.9	5/19/58	Rice Bros. Inc.	PMS & Seal Coat	184,986	18,000	*202,986
59-9VC1	Iny,SBd	127	N,P;A	Bet 10.0 Mi N of Shoshone & 1.4 Mi S of San Bernardino County Line	3.9	2/ 5/58	Stecker & Scott	Grade & RMS on IBM	207,537	30,000	*237,537
59-9SDC1-P	Iny	FAS 1065		Wildrose Rd, bet 16 Mi & 18.5 Mi N of Trona	2.5	11/20/58	Lowe & Watson Const. Co., Inc.	Grade & RMS	22,423	2,165	*24,588
59-9SDC2-P	Iny	FAS 1068		Mazourka Canyon Rd bet Independence & Kearsarge	4.5	11/20/58	Bishop Engineering & Const., Inc.	Grade & RMS	39,993	2,000	*41,993
58-9DDC6-P	Iny	FAS 1242		Whitney Portal Rd bet Hunter's Flat 11.7 Mi W of Lone Pine & near National Forest Boundary.	3.9	10/17/57	I. L. Croft & Son Inc.	Grade & RMS on IBM	344,231	29,500	*373,731
58-14DDC37-P	Iny	FAS 1242		On Whitney Portal Rd, across LA Aqueduct near Lone Pine	0.3	5/ 7/58	I. L. Croft & Son, Inc.	Stl & RC Br, & Grade Appr	32,996	6,000	*38,996
	Iny			Various Locations				Minor Improve (DL & Contract)	0	0	0
58-6V6	Ker	4	A	South of Lebec, left of Sta 65		5/13/58	Day Labor	Weighing facilities	21,123	0	*21,123
59-6VC6	Ker	4	A	Bet Los Angeles County Line & Fort Tejon	4.9	8/14/58	Griffith Co.	Drainage Facilities	93,656	7,000	*100,656
57-6VC17-F	Ker	4,33	E,D	Bet 0.6 mi S & 0.8 mi N of Famoso UP	1.4	12/ 5/56	Tumblin Co.	Grade, PCC, PMS, 2 Stl Brs & RC Br	712,949	118,000	*830,949
59-6VC2	Ker	4,142	Bkd	In Bakersfield at Garces Circle	0.1	3/ 6/58	J. A. Roberts	Roadside Development	13,678	4,000	*17,678
58-9VC11	Ker	23	A	In Rosamond at Willow Springs Rd	0.4	3/25/58	A - C Electric Co.	PMS on UB, Signals & Lights	29,848	6,300	*36,148
58-9VC10-F	Ker	23	C	Bet 0.4 Mi S & 0.9 Mi N of Ittners, S of Ricardo	1.3	2/18/58	Stecker & Scott & Spirite & Conn Co.	Grade & PMS on UB	455,528	47,400	*502,928
59-6VC4	Ker,Tul	33,129; 129,132	Var	Various Locations	35.5	6/11/58	Griffith Co.	PMS	196,320	11,000	*207,320
58-6VC12	Ker	58	C	Bet Mount Vernon Ave & Rte 143		2/27/58	A - C Electric Co.	Signals, Lights & Flashing Beacons	39,054	3,900	*42,954
59-6VC7	Ker	58	D	Bet 0.9 mi W of Walker Basin Cr Br & 0.2 mi W of Bealville Rd	4.7	9/24/58	Phoenix Const. Co., Inc.	PMS	46,594	5,000	*51,594
58-6V7	Ker	58	L	At West Bakersfield Grade Xing No 2Q-113.2		5/13/58	Atchison, Topeka & Santa Fe RR	Flashing Signals & improve roadway	9,517	0	*9,517
58-6VC6	Ker	58	Bkd,C	Bet 0.3 Mi W of ECL & 0.2 Mi E of Rte 143	4.0	9/18/57	Phoenix Const Co.	Grade & PMS on CTB	341,769	55,300	*397,069
59-9VC7	Ker	58	Thpi,F, G	Bet WCL of Tehachapi & Cameron Rd	9.9	9/24/58	I. L. Croft & Son, Inc.	Grade & PMS on CTB	224,028	30,000	254,028
59-14VC7	Ker	140	A	Buena Vista Cr, 5.2 Mi NE of Taft		11/25/58	Tumblin Co.	Grade, PMS on UB on Appr & RC Br	76,209	15,000	*91,209
58-6VA1	Ker	142	Bkd	At North Chester Grade Crossing No B-311.2		5/13/58	Southern Pacific Co.	Flashing Signals & Island	4,256	0	*4,256
59-6VC12	Ker,Tul	Var	A,Bkd; B	Various Locations near Bakersfield & Terra Bella		12/12/58	Irv. Guinn, Contractor	Drainage Wells	6,972	2,000	*8,972
58-6DDC25-P	Ker	FAS 880		On Buena Vista Rd bet Panama Lane & Stockdale Rd	3.7	3/20/58	Griffith Co.	Grade, PMS on CTB & RMS Shldrs on ISBM	148,207	2,800	*151,007
58-6DDC21-P	Ker	FAS 887		Manor St near Oildale & Bakersfield bet Main Canal Br & China Grade Loop	1.8	11/15/57	Thomas Const Co.	Grade & PMS on CTB & Drainage.	356,314	2,600	*358,914
58-14DDC38-P	Ker	FAS 892		Across Calloway Canal on Kimberlina Rd		6/12/58	Tumblin Co.	RC Br	30,328	1,000	*31,328
59-6DDC28-P	Ker	FAS 892		Kimberlina Rd, bet State Rte 139 & State Rte 4	7.2	9/30/58	Dicco, Inc.	Grade & PMS on CTB	190,860	2,700	*193,560
	Ker			Various Locations				Minor Improve (DL & Contract)	7,156	100	7,256
59-6TC4-FP	Kin	125	B	Bet 3.2 Mi NE of Rte 138 & Kettleman City	6.6	6/16/58	Basich Bros. Const. Co. & N. L. Basich	Grade & PMS on CTB	679,300	56,800	*736,100
58-6TC13	Kin	125	D	Bet 3.2 Mi S of Stratford & Stratford	3.2	6/16/58	Rice Bros., Inc.	PMS	22,634	1,200	*23,834
59-6TC8	Kin	138	B	Reef Station, 8 mi SE of Avenal	0.6	9/11/58	Gerald E. Brewster	Grade & RMS	8,179	2,800	*10,979
58-6DDC24-P	Kin	FAS 940		On Grangeville Blvd N of Lemoore bet 22d Ave & 18th Ave	4.0	3/14/58	Commercial Transfer, Inc.	Grade & PMS on UB	138,242	9,300	*147,542
59-14SDC5-P	Kin	FAS 940		On Grangeville Blvd, N of Lemoore, across San Jose Branch & Main Branch of Kings Riv		11/14/58	Thomas Const Co.	2 RC Br; Grade & PMS on UB on Appr	88,822	5,600	*94,422
59-6DDC34-P	Kin	FAS 945		Four Mi E of Hanford, 6th Ave, bet Ste Rte 10 & Fargo Ave	2.0	11/13/58	Flores & Perry	Grade & PMS on UB	78,951	8,900	*87,851
	Kin			Various Locations				Minor Improve (DL & Contract)	80	0	80
59-1BC81-F	Lak	15	B,C	Bet 0.7 mi W of Lucerne & 7.5 mi E of the Jct of Rtes 15 & 49	2.5	8/28/58	Arthur B. Siri, Inc.	Roadbed Restoration	61,504	8,651	*70,155
59-1TC2	Lak,Men	15,1	Var	See Mendocino County							
58-1TC10	Lak	49	C	Bet Cache Cr & Rte 15	6.3	5/16/57	Arthur B. Siri, Inc.	Grade, Sl Ct on UB & Drainage Facilities	761,537	92,611	*854,148
58-14DDC26-P	Lak	FAS 1040		Lucerne Cutoff across Rodman Narrows 7 Mi N of Lakeport		10/22/57	Peletz Const Co.	RC & Stl Br	118,274	1,000	*119,274
59-14SDC3-P	Lak	FAS 1041		On Elk Mountain Rd across Middle Cr, 5 mi N of Upper Lake		11/ 6/58	Clifford & Bodenhamer	RC Br	59,891	1,000	*60,891
59-1DDC11-P	Lak	FAS 1247		Soda Bay Rd bet Soda Bay & Clark Dr	1.7	11/ 6/58	Wright Bros.	Grade, UB & Sl Ct	120,580	5,146	*125,726
	Lak			Various Locations				Minor Improve (DL & Contract)	3,420	0	3,420
59-2TC20	Las	73	D	3.5 mi S of Ravendale		11/ 3/58	W. H. Lindeman & Sons, Inc.	Drainage Facilities	7,650	1,552	*9,202
59-2TC4	Las	73	E,F	Bet Ravendale & Madeline	20.2	4/17/58	Dorman Const. Co.	Grade & PMS	405,474	20,831	*426,305
59-2TC2	Las,Sie, Plu	233,29,21	Var	See Plumas County							
58-2DDC20-P	Las	FAS 1232		Feather Lake Hwy 20 Mi NW of Susanville	10.3	10/10/57	M. W. Brown	Clearing right of way	36,315	6,200	*42,515
59-2SDC2-P	Las	FAS 1232		Bet 0.2 mi SE of Pine Cr & 3.8 mi SE of Poison Lake	4.2	8/26/58	Wright Bros	Grade & Drainage Facilities	106,139	8,476	*114,615
	Las			Various Locations				Minor Improve (DL & Contract)	2,600	0	2,600
59-7VC29-F	L.A,Ven	2	C,A	Bet 2.0 mi E of Los Angeles - Ventura County Line & 0.7 mi W of Moorpark Rd	6.9	8/13/58	Schroeder & Co.	PMS on CTB	350,138	33,000	*383,138
57-7VC49-FI	L.A	2,158	L.A	On Ventura Frwy bet Sepulveda Blvd & Encino Ave & on San Diego Frwy bet 0.1 mi N of Valley Vista Blvd & 0.1 mi N of Burbank Blvd	4.7	12/11/56	Oberg Const Corp & Oberg Bros Const Co.	Grade, PMS & PCC, 4 RC Brs, 2 Stl & RC Brs, 4 RC UC, 2 RC UC, & 10 RC Ret Walls	7,115,424	493,279	*7,608,703
57-7VA11	L.A	2	L.A	At Winnetka Avenue		11/30/56	Day Labor	Signals and Lights	3,637	0	*3,637
58-7VC21-F	L.A	2,159	L.A	Bet 0.3 Mi S of Moorpark St & 0.3 Mi W of Laurel Canyon Blvd.	2.0	7/30/57	Griffith Co.	Grade, PCC on CTS, 3 RC Sep Strs & 5 RC UC	4,421,014	307,433	*4,728,447

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
58-7VC43	L.A	2	LA	Bet 0.1 Mi W of Boylston St & 0.2 Mi E of Vignes St.....	0.9	3/28/58	Vernon Paving Co.....	Grade & PMS on UB.....	81,357	11,900	*93,257
58-7V12	L.A	2	LA	Serrania Ave to W of Woodlake Ave.....		12/ 4/57	Day Labor.....	Sl Ct.....	3,990	28	*4,018
58-7VA4	L.A	2	LA	Serrania Ave to W of Woodlake Ave.....		12/ 4/57	City of LA.....	Repair shoulders.....	11,000	0	*11,000
59-7VC3	L.A	2	LA	Bet Cahuenga Blvd & Grand Ave.	6.1	2/ 5/58	Batista Landscape Service.....	Roadside Development.....	11,880	3,000	*14,880
59-7VC8	L.A	2	LA	Bet Santa Monica Blvd & Camulos St.....	4.0	3/14/58	McGinnis & Gautier, Inc.....	Grade, PMS on Shldrs & Medians, Roadside Development.....	48,923	5,913	*54,836
59-7VC14	L.A	2	LA	Bet Lankershim Blvd & Moorpark St.....	1.1	5/23/58	Builders Landscape Co.....	Roadside Development.....	73,444	8,000	*81,444
59-7VC52	L.A	2	LA	On Hollywood Frwy, bet Glendale Blvd & 4-Level Str		1/21/59	Sherwin Electric Service	Stl Sign Str & Sign Illum Systems	34,546	3,500	*38,046
58-7VC50-P	L.A	2	Mtbl	On Whittier Blvd, at First St.		5/27/58	Fischbach & Moore, Inc.....	Signals.....	7,553	1,700	*9,253
59-7VC55	L.A	4	D	Bet 0.6 mi S & 0.2 mi S of Kern Co Line	0.4	2/ 9/59	Dicco, Inc.	PMS on CTB	32,953	3,500	*36,453
59-7VC12-FI	L.A	4	Gndl,Brb	Bet Los Angeles Riv & Ash Ave.	1.3	5/19/58	Moulder Bros.....	Roadside Planting.....	111,047	8,500	*119,547
59-7VC24-FI	L.A	4,161	Gndl, LA	Bet Glendale Blvd & Los Angeles Riv & connection to San Fernando Rd	4.0	7/18/58	Moulder Bros.	Roadside Development	242,443	20,280	*262,723
59-7BC82-F	L.A	4	H	Bet Oak Flat & Frenchmans Flat, 11 mi Nly from Castaic on Ridge Route		9/17/58	J. T. Smith Co.	Remove Slide Material, & Install Drain Pipes	12,214	1,706	*13,920
58-7VC47	L.A	9	H	On Alosta Ave at Citrus Ave...		4/21/58	Warren Southwest, Inc.....	Signals, Lights, & Chnlz.....	33,022	4,122	*37,144
59-7VC20	L.A	9	I	On Foothill Blvd at San Dimas Canyon Rd.....	0.2	6/26/58	Laird Paving Co.....	Grade, PMS on UB & ISB for Chnlz.....	16,489	1,100	*17,589
59-7VC48-P	L.A,SBd	9,19	J,Pom, A	Various Locations		12/ 3/58	Fischbach & Moore, Inc.	Chnlz, Signals & Lights	66,617	8,000	*74,617
57-7VA7	L.A	9	L.A	Bull Creek Bridge.....		9/13/56	L.A County Flood Control Distr.	Replace Bridge.....	31,631	0	31,631
59-7VA6	L.A	9	LA	Amanita Ave to Lowell Ave		8/15/58	City of Los Angeles	Storm Drain	14,760	0	*14,760
59-7VC45-P	L.A	9	Pas	In Pasadena on Foothill Blvd at Halstead St		10/31/58	C. D. Draucker, Inc.	Signals	7,732	800	*8,532
58-7VA11	L.A	9	SFr	At Pico St & at First St.....		4/24/58	City of San Fernando.....	Signals & lights.....	10,000	0	10,000
59-7VC33-P	L.A	9,61	Var	On Foothill Blvd, bet Lowell Ave & Hampton - Georgian Rds		9/ 2/58	Westates Electrical Constr. Co.	Chnlz, Stl Sign Str, Signals & Lights	76,337	3,500	*79,837
59-7VC46	L.A	19	Pom	On Garey Ave at Jefferson Ave & at Aliso St		11/19/58	Westates Electrical Const. Co.	Flashing Beacons	3,544	600	*4,144
59-7VC21	L.A	23,59	E,J	At Palmdale, bet Rte 23 & 10th Place East.....	0.3	6/24/58	Turner-Meyerholtz, Inc.....	Grade, PMS on CTB, Signals & Lights.....	109,102	7,691	*116,793
59-7VC26	L.A	23	E,F,G	Bet Ave R in Palmdale & 0.4 mi N of Ave I in Lancaster	7.9	8/12/58	Healy Constr. Co.	Grade & PMS on Imported Sub-base Matl	559,415	77,505	*636,920
59-7VC15	L.A	23,59	Var	Various Locations.....	16.7	5/23/58	Industrial Asphalt at Claremont	PMS.....	91,590	4,000	*95,590
58-7VC49	L.A	26	BwP, WCov,C	In Baldwin Park & West Covina bet Puente Ave & Holt Ave.....		5/20/58	Cox Brothers Constr. Co.....	Grade, PMS on CTB & Drainage Facilities.....	77,433	7,000	*84,433
58-7VC45	L.A	26	D	On San Bernardino Frwy at Eastern Ave.....	0.3	4/11/58	McAmis & Baker.....	Bus Loading Ramp & Ped Ramp...	75,102	10,000	*85,102
59-7VC1-FI	L.A	26	E,EMte	City of El Monte bet Rio Hondo Wash & San Gabriel Riv.....	2.6	1/23/58	Stephen L. Vistica & Son, Inc.	Roadside Development.....	19,647	5,312	*24,959
59-7VC17-FI	L.A	26	E,EMte	City of El Monte, bet Rio Hondo Wash & San Gabriel Riv.....	2.6	6/ 6/58	Builders Landscape Co.....	Roadside Development.....	42,080	7,000	*49,080
59-7VC27-FI	L.A	26	E,B, BwP	Bet 0.2 mi W of San Gabriel Riv & 0.1 mi E of Big Dalton Wash (portions)	0.9	8/22/58	Cox Bros. Construction Co.	Grade & PMS on PCC for Lanes & Ramps	91,733	12,500	*104,233
59-7VC36-FI	L.A	26	WCov	Bet West of Vincent Ave & E of Barranca Ave		9/23/58	Hammer Co., Inc.	Roadside Development	82,327	14,300	*96,627
59-7VC50	L.A	60	A	Intrs of Malibu Canyon Rd & Pacific Coast Hwy		12/26/58	Contractors Asphalt Sales Co.	Grade, PMS on CTB & Signals	15,749	1,100	*16,849
59-7VC37	L.A	60	HmB	On Pacific Coast Hwy at Eighth St, at Fifth St & at Second St		9/26/58	C. D. Draucker, Inc.	Signals	7,532	823	*8,355
57-7VA12	L.A	60	LBch	At Harbor, Pacific, California Orange, Alamitos, Walnut, Junipero, Temple & Obispo Ave.....		11/30/56	City of Long Beach.....	Signals & Lights.....	9,662	0	9,662
59-7VC56	L.A	60,179	LBch,F	Cabrillo Hwy bet Ultimo Ave & Manila Ave, & on Seventh St bet Ultimo Ave & Bellflower Blvd	0.4	2/17/59	Cox Bros. Const. Co.	PMS on UB, Signals & Lights	82,508	9,500	*92,008
57-7VA16	L.A	60	L.A	At California Ave.....		1/ 9/57	City of Los Angeles.....	Signals.....	2,106	0	2,106
58-14VA5	L.A	60	L.A	Alameda St Grade Xing.....		4/17/58	Southern Pacific Co.....	Flashing light signals.....	2,374	0	2,374
59-7BC81-F	L.A	60	LA	On Pacific Coast Hwy, bet Temescal Canyon & Potrero Canyon	1.0	7/17/58	Webb & White	Grade, PMS on UB, Stone Groins & Riprap	1,399,972	145,800	*1,545,772
58-7VC44-P	L.A	60,164	Tor,RdoB	On Pacific Coast Hwy at Calle Mayor & Hawthorne Ave & on Hawthorne Ave.....		4/ 4/58	C. D. Draucker, Inc.....	Signals, Lights & Chnlz.....	41,231	3,000	*44,231
60-7VC1	L.A	60	Tor	Bet 0.1 mi S & 0.1 mi N of Crenshaw Blvd	0.3	1/ 6/59	J. E. Riley & Son, Inc., and Riley Equipment Co.	Grade, PMS on UB, Chnlz & Signals	37,910	4,000	*41,910
59-7VC64-P	L.A	61	Gndl	On Verdugo Rd, in Glendale, at Ocean View Blvd		4/14/59	Irwin R. Larson	Chnlz & Lights	8,779	800	*9,579
59-7VC31	L.A	61,162	LA	On Verdugo Rd at Fletcher Dr		8/18/58	Allen Engineering Co.	Traffic Islands, Stl Sign Str, Signals, Illum Signs & Lights	14,585	1,600	*16,185
58-7VA9	L.A	62	Cov	On Azusa Ave over Big Dalton Wash.....		4/21/58	Los Angeles Co Flood Control Dist.....	Construct Br.....	20,000	0	20,000
58-7VC40	L.A	62	WCov,D, Cov,Azu	Bet Rte 26 in West Covina & Paramount Ave in Azusa.....	3.0	1/24/58	J. E. Haddock, Ltd.....	Grade, PMS on CTB, RC Br & Widen RC Br.....	969,778	140,000	*1,109,778
58-7VC52-P	L.A	62	WCov, Cov,D	On Azusa Ave, bet Workman Ave & Cypress Ave.....		6/27/58	Steiny & Mitchell, Inc.....	Signals & Lights.....	77,045	5,300	*82,345
59-14VC6	L.A	77	Pom	In Pomona, bet Grier & Smith Sts		9/24/58	John Strona & Son	RC Ped OC	38,805	5,000	*43,805
57-7VA22	L.A	156	L.A	At Sherman Way, Vanowen St & Saticoy St.....		5/20/57	City of Los Angeles.....	Signals & Lights.....	9,253	0	9,253
58-7VC25-FIP	L.A	158	C1C,L.A,A	On S.D Frwy bet 0.2 Mi S of Venice Blvd & 0.3 Mi N of Ohio Ave.....	3.6	8/12/57	Guy F. Atkinson Co.....	Grade, PCC on CTS, 4 RC UC, RC OC, RC OH, Stl & RC Br & 2 RC Sep Strs.....	6,101,066	370,000	*6,471,066
59-7VA5	L.A	158	C,LBch	Dominguez Channel to Santa Fe Ave UP Pumping Plant		8/15/58	City of Long Beach	Storm Drain	29,573	0	*29,573
58-7VC48	L.A	158,164	LA;B,A	On Sepulveda Blvd at Centinela Ave, in LA.....		5/12/58	Geo. Savala Paving Co.....	Grade, PCC on CTS & PMS on UB on Shldrs, Signals & Lights...	29,525	2,164	*31,689

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-7VC38	L.A	158	LA	On Sepulveda Blvd bet Mulholland Dr Tunnel & Greenleaf St	2.5	10/ 8/58	Industrial Asphalt of Calif.	PMS	28,134	1,000	*29,134
59-7VC49	L.A	158	LA	Sunset Blvd near Sepulveda Blvd		12/ 3/58	Hammer Co., Inc.	Roadside Development	4,792	2,000	*6,792
57-7VA3	L.A	158	Var	Bet Wilmington Ave & Alameda St & Nly of Del Amo St.....		5/25/56		Acquisition of borrow site....	1,108,000	0	1,108,000
57-7VA20	L.A	159	L.A	At Hollywood Frwy off-ramp, Cahuenga Blvd & Bluffside Dr..		5/20/57	City of Los Angeles.....	Signals & Chnlz.....	10,003	0	*10,003
59-7VC63-P	L.A	161	Ada, Mnro	On Huntington Dr bet Santa Anita Ave & Shamrock Ave		4/ 7/59	Westates Electrical Const. Co.	Signals & Lights	22,281	2,500	*24,781
59-7VC22	L.A	161	Pas	In Pasadena, bet Ave 64 & Club Dr	0.2	7/ 1/58	Burnett Const. Co.	Drainage Facilities & Erosion Control	27,771	2,500	*30,271
57-14VC10	L.A	162	L.A	Bet Los Angeles River & Eagle Rock Boulevard.....	1.5	2/ 8/57	Thompson Const Co.....	Grade, PCC on CTS, PMS on IBM & CTB, 2 RC OC; Stl OH, RC Ped UC, RC OC, RC OH, RC UC & 5 RC Ret Walls.....	2,793,308	297,000	*3,090,308
59-7VA1	L.A	162	LA	At Orange Drive		7/17/58	City of Los Angeles	Signals & Lights	2,766	0	2,766
58-7VA6	L.A	162	SMca	26th St to Franklin St.....		1/15/58	City of Santa Monica.....	Storm drains.....	22,743	0	*22,743
58-14VC2-P	L.A	164	Tor, RdoB,A	Bet 0.1 Mi S & 0.1 Mi N of 190th Street.....	0.2	3/ 4/57	Gardner & McCall Inc.....	Grade, PMS on UB & Stl UP....	161,612	25,011	*186,623
59-7VA12	L.A	164	Tor	Sepulveda Blvd to Carson St		10/9/58	City of Torrance	Widen Blvd	2,000	0	*2,000
59-7VC40	L.A	165	A,LA	On Figueroa St at Lomita Blvd & at 234th St		10/ 2/58	C. D. Draucker, Inc.	Signals & Lights	21,314	1,278	*22,592
57-7VC51-FP	L.A	165	L.A,A	On Harbor Frwy bet 124th St & 88th Place.....	2.6	12/14/56	Guy F. Atkinson Co.....	Grade, PCC, PMS, 6RC OC, 5 RC UC, 3 RC Ped OC, 5 RC Ped UC, 3 RC Retain Walls & St UP....	5,735,960	340,000	*6,075,960
58-7VC28	L.A	165	L.A	Bet 88th Place & Santa Barbara Ave.....	3.7	8/12/57	Stephen L. Vistica & Stephen L. Vistica & Son Inc.....	Roadside Development.....	190,519	13,457	*203,976
58-14VA1	L.A	165	LA	South Ave 61, Grade Crossing No 2-135.55.....		11/12/57	Atchison, Topeka and Santa Fe RR Co.....	Signals.....	3,367	0	3,367
59-7VC62	L.A	165,205	LA	On Pasadena Frwy at Riverside Dr Off-Ramp & at Figueroa St Off-Ramp		3/24/59	Steiny & Mitchel, Inc.	Guard Railing & Lights	5,889	1,000	*6,889
59-7VA22	L.A	165	LA	Marmion Way to Avenue 22		12/23/58	City of Los Angeles	Surfacing	31,000	0	*31,000
59-14VC2	L.A	165	LA	On Harbor Frwy, bet Fifth St & Fourth St.....	0.2	6/ 6/58	V. A. Gilbertson.....	RC Br & Appr, PCC Pavt.....	84,112	14,000	*98,112
59-7VC23-FI	L.A,Ora	166,174	Nrw;B, BPk	Bet 0.5 mi NW of Rosecrans Ave & 0.6 mi SE of Coyote Cr	3.8	7/10/58	J. E. Haddock, Ltd	Grade, PCC on CTS, PMS on CTB & Widen RC Br	1,006,861	88,000	*1,094,861
56-7VA9	L.A	167	A	At Los Angeles River.....		3/ 9/56	L.A County.....	Br Appr Spans.....	147,276	0	*147,276
57-7VC44-F	L.A	167	A,Lyn	Bet 0.3 mi S of Rosecrans Ave & 0.4 mi S of Imperial Hwy...	1.9	11/27/56	Ukropina-Polich-Kral.....	Grade, PCC on CTS, Pump Plant & Ret Walls, RC UC & RC Br...	2,307,527	193,676	*2,501,203
58-7VC3-F	L.A	167	A,Com	Bet 0.1 Mi S of Atlantic Ave & 0.1 Mi N of Rosecrans Ave....	1.4	3/14/57	Ukropina,Polich,Kral.....	Grade, PCC on CTS, PMS on CTB & Ret Walls.....	1,397,066	139,707	*1,536,773
59-7VC5	L.A	167	A	On Long Beach Frwy at Del Amo Blvd.....	0.4	2/17/58	McAmis & Baker.....	PMS on CTB on Intrch Ramps....	145,580	16,900	*162,480
59-7VC60-P	L.A	167	A,MonP	On Atlantic Blvd at Union Pacific Ave, at Floral Dr & at Brightwood St		3/16/59	Electro Const. Corp.	Chnlz, Signals & Lights	28,062	2,872	*30,934
59-7VC4	L.A	167,166	B,C;A	Bet Sheila St & Olympic Blvd..	1.1	2/ 5/58	Stephen L. Vistica & Son, Inc.	Roadside Development.....	52,418	10,000	*62,418
59-7VA34	L.A	167	Bell	Gage Ave to Florence Ave		5/12/59	City of Bell	Blanket Surfacing	4,100	0	4,100
58-7VA3	L.A	167	SGt	On the Ely side of Long Beach Frwy, Sly of Southern Ave.....		11/12/57	City of South Gate.....	Frontage Road.....	16,775	0	16,775
59-7V1	L.A	167	SGt	Los Angeles River Br		10/22/58	Day Labor	Repair Expansion Joints	9,980	28	*10,008
57-7VA2	L.A	168	B	At Slauson Avenue.....		7/17/56	Los Angeles County.....	Modify Signals & Chnlz.....	8,836	0	8,836
58-7VC51	L.A	168	B	On Rosemead Blvd at Telegraph Rd.....		5/27/58	Sully-Miller Contracting Co...	Drainage Facilities.....	10,458	1,300	*11,758
59-7VC47-P	L.A	170	A,Nrw	On Pioneer Blvd at 183rd St, & in the City of Norwalk at Excelsior Dr		11/25/58	Westates Electrical Const. Co.	Signals & Lights	20,563	1,521	*22,084
58-7VA8	L.A	170	B	San Bernardino Frwy to 0.3 mi S of Valley Blvd.....		2/ 4/58	Los Angeles Co Flood Control Dist.....	Relocate hwy.....	62,230	0	*62,230
57-7VA17	L.A	173	L.A	At Wall St, Towne Ave & Ninth St.....		2/ 8/57	City of Los Angeles.....	Signals.....	2,578	0	2,578
58-14QVC1	L.A	173	LA	Near Enterprise St & Santa Fe Ave.....		5/16/58	Jones Bros. Constr. Corp.....	5 RC Test Piles & RC Footing..	10,268	0	*10,268
59-7VC6-FI	L.A	174,175	B,DyV	In Dairy Valley on Rte 174 & on Rte 175 across North Fork of Coyote Cr Flood Control Channel.....		3/ 4/58	N. M. Saliba Co.....	Grade & PCC on CTS & 3 RC Br..	756,815	87,500	*844,315
58-7VA10	L.A	174	Ing	At West Blvd.....		4/17/58	City of Inglewood.....	Signals & lights.....	3,193	0	*3,193
59-7VA23	L.A	174	Ing	Prairie Ave to West Blvd		1/12/59	City of Inglewood	Storm Drains	22,374	0	22,374
59-7VA24	L.A	174	Ing	At Spruce Ave		1/12/59	City of Inglewood	Storm Drains	11,452	0	11,452
58-14VC12	L.A	175	A,Tor,Gar	On Artesia Blvd bet Gramercy Place & Western Ave.....	0.3	12/12/57	Griffith Co.....	Grade, PMS on UB & RC Br.....	196,564	27,500	*224,064
58-14VA4	L.A	175	LBch,C	Southwest side of Rioco Grade Xing.....		2/ 4/58	Union Pacific RR Co.....	Flashing Signals.....	5,840	0	5,840
58-7VA7	L.A	205	SPas	Intrs of Pasadena Frwy & Fair Oaks Ave.....		2/ 4/58	City of South Pasadena.....	Signals & chnlz.....	4,650	0	4,650
59-7VC11	L.A	Var	Var	Various Locations.....	6.0	5/12/58	Griffith Company.....	PMS.....	79,772	4,100	*83,872
59-7VC19	L.A	Var	Var	Various Locations.....	11.1	6/26/58	Griffith Co.....	PMS.....	113,434	2,600	*116,034
59-7SDC3-P	L.A	FAS 1275		On Pearblossom Hwy bet Barrel Springs Rd & Fort Tejon Rd.	3.1	11/25/58	I. L. Croft & Sons, Inc.	Grade & PMS on UB	220,826	1,000	*221,826
	L.A			Various Locations				Minor Improve (DL & Contract)	73,568	3,898	77,466
58-6TC2	Mad	4	A,Mad,B	Bet 0.5 Mi S & 1.5 Mi N of Madera.....	3.9	3/27/57	Fredericksen & Kasler.....	Grade, PCC on CTS, 6 RC OC, Stl UP, Stl Br, & RC Sep Str.	2,904,919	331,300	*3,236,219
59-6TC11	Mad	125	D	7.2 mi N of Oakhurst, Parking Area by State Hwy Rte 125		10/ 6/58	Thomas Const. Co.	Grade & PMS on IB	13,955	3,800	*17,755
59-6TC3	Mad,Mpa, Fre	Var	Var	See Fresno County.....							
59-6DDC26-P	Mad	FAS 962		On Madera-North Fork Rd, bet 4 mi & 3.2 mi SW of North Fork	0.8	7/31/58	Thomas Const. Co.	Grade, PMS on CTB & RC Br	124,218	6,700	*130,918
59-6SDC2-P	Mad	FAS 962		On Madera - North Fork Rd, at Fine Gold	1.2	11/19/58	Fresno Paving Co.	Grade & PMS on UB	127,503	18,893	*146,396
	Mad			Various Locations				Minor Improve (DL & Contract)	9,559	125	10,684
59-4TC44	Mrn	1	A,SRf	Bet 0.2 mi S of Forbes Station OH & 0.2 mi S of Lincoln Ave UC		10/ 1/58	Brown-Ely Co. Contrs.	PMS on CTB on UB & Revise Br	121,927	15,300	*137,227
59-4TC45	Mrn	1	A	Bet Miller Cr & 0.5 mi N of Forbes Station OH	1.6	10/ 6/58	Gallagher & Burk, Inc.	PMS & Truck Scale Installation	114,786	12,500	*127,286
58-4TC56	Mrn	1	C,D	At foot of Waldo Grade.....		5/19/58	Marshall Electric Co.....	Stl Sign Str & Illum Signs....	35,368	1,866	*37,234
58-14TC15-F	Mrn	1	C,Lksp	Bet 0.5 Mi N of California Park OH & Greenbrae.....	1.4	7/ 8/57	Fredrickson & Watson Const Co.	Grade, PMS on CTB & UB, RC OH.	1,841,665	173,000	*2,014,665

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
58-14TC3	Mrn,Son	8	A,A	Across Petaluma Cr, near Black Point		1/23/57	Ben C. Gerwick Inc & J.H. Pomeroy & Co. Inc.	Stl & RC Br, detours & grade Br Apprs	2,368,613	120,000	*2,488,613
59-4BC812-F	Mrn	56	A,C,D	Bet Tamalpais Rd & 4.5 mi N of Marshall		11/12/58	Ghilotti Bros., Inc.	Grade & PMS on IBM	92,499	11,000	*103,499
59-4TC31	Mrn	56	B	Bet Stinson Beach & Bolinas Point Rd	0.6	9/17/58	McCammon-Wunderlich Co.	Rock Slope Protection & Drainage Facilities	23,466	3,400	*26,866
59-4TC21	Mrn,Son	Var	Var	Various Locations	16.1	5/23/58	E. E. Forde Co.	PMS	88,080	10,600	*98,680
59-4DDC21-P	Mrn	FAS 608		On Sir Francis Drake Blvd bet Lagunitas School & 2.7 mi Ely	2.6	7/28/58	A. G. Raisch Co.	PMS	37,582	5,100	*42,682
	Mrn			Various Locations				Minor Improve (DL & Contract)	26,897	816	27,713
59-10T4	Mpa	18	A,I,J	4.5 mi NE of Merced Co Line to 7.7 mi SW of Mariposa		9/23/58	Day Labor	Sub-drains	5,625	0	*5,625
60-10TC1	Mpa	18	H	Bet El Portal & Yosemite National Park Boundary	0.9	1/30/59	Fresno Paving Co.	Grade & RMS on UB	166,430	22,500	*188,930
58-10T1	Mpa	65	B	Bear Valley to Bagby (Portions)		6/25/57	Day Labor	Widen & resurface	71,441	0	71,441
59-6TC3	Mpa,Fre, Mad	Var	Var	See Fresno County							
59-10TC16-P	Mpa,S.J, Tuo,Mer	Var	Var	At Various Locations	31.5	7/17/58	George Reed	Sl Ct	46,266	3,800	*50,066
59-10DDC19-P	Mpa	FAS 966		Hornitos Rd, bet State Rte 18 & Bear Cr	3.5	8/25/58	O. K. Mittry & Sons	Grade, UB & Drainage Strs	160,997	16,600	*177,597
	Mpa			Various Locations				Minor Improve (DL & Contract)	0	0	0
59-1BC83-F	Men	1	D,E	Bet 2.5 mi N of Forsythe Cr & 5.0 mi S of Willits		9/30/58	Arthur B. Siri, Inc.	Drainage Facilities, Grade, PMS on CTB & IBM	254,345	19,872	*274,217
58-1TC4-F	Men	1	G	9 Mi N of Willits, bet 0.5 Mi N of Hilvilla & 0.7 Mi S of Irvine Lodge	4.2	4/17/57	Mercer Fraser Co Inc & Mercer Fraser Gas Co Inc.	Grade & PMS on CTB	2,005,794	142,653	*2,148,447
59-1TC2	Men,Lak	1,15	Var	Bet 1.7 Mi & 3.5 Mi N of Calpella, & bet 0.6 Mi W of Potter Valley Rd & Lower Lake Jct.	30.8	5/ 1/58	Lester L. Rice & Sons, Inc.	PMS	196,784	5,841	*202,625
57-1TC20	Men	15	A	Bet Rte 1 & 0.6 Mi W of Potter Valley Rd	4.2	2/21/57	Guy F. Atkinson Company	Grade, PMS on CTB, Stl RC Br & OH, RC UC & Stl RC Br	2,860,588	530,000	*3,390,588
59-1TC14-Y	Men	15	A	2.7 mi E of Rte 1	0.2	9/26/58	Stecker & Scott	Remove Slide Material & Reconstruct Drainage Facilities	167,957	13,049	181,006
58-1T5	Men	15,56	C,G,H	Willits CL to 5.3 mi W, & 2.1 mi W of Rockport to 1.3 mi W of Leggett Valley		9/6/57	Day Labor	Pen Tr	29,097	0	29,097
58-1TC16	Men	15,56	Var	Bet Fort Bragg & Willits & bet Westport & Leggett		5/12/58	Wulfert Co., Inc.	Metal Guard Railing & Guide Posts	17,371	3,993	*21,364
59-1TC20	Men	15,48,56	Var	Various Locations		4/ 2/59	E. T. Baxman	CMP & RC Culvs	9,490	706	*10,196
58-14TC12	Men,Son	56	A,E	See Sonoma County							
59-1TC18	Men	56	B	0.3 mi N of Alder Cr		12/ 3/58	George F. Casey Co.	Horizontal Drains	3,317	970	*4,287
58-14TC18	Men	56	G,H	Near Rockport at South Fork of Cottoneva Cr & at Cottoneva Cr.	0.3	9/12/57	Tom Hull	Grade Br Appr, Pen Tr & 2 RC Br	82,860	19,000	*101,860
59-14TC8	Men	56	G	Across Wages Cr, 17 Mi N of Fort Bragg		6/ 2/58	E. T. Baxman	Redeck Timber Br	9,300	2,500	*11,800
57-14BDC5-F	Men	FAS 505		Across Outlet Cr near Longvale		12/ 7/56	Clifford & Bodenhamer	Stl & RC Br	118,915	10,000	*128,915
59-1DDC10-P	Men	FAS 505		Longvale Rd, bet 1.5 mi & 9.9 mi Ely of Dos Rios	8.2	9/30/58	J. O. Archibald Co.	Grade & Drainage Facilities	196,410	221	*196,631
59-14SDC2-P	Men	FAS 505		Longvale Rd bet 7.0 mi Ely & 7.6 mi Ely of Longvale	0.6	10/29/58	Thomas Const. Co.	Grade, Drainage Facilities & RC Br	153,822	1,500	*155,322
	Men			Various Locations				Minor Improve (DL & Contract)	14,685	313	14,998
60-10TC6	Mer,Sta	4,122, 123	Var	Various Locations	20.0	5/20/59	Madonna Const. Co.	PMS	113,145	5,500	*118,645
59-10TC9	Mer	122	Gus,A	Bet Rte 41 in Gustine & 5 Mi Ely	3.0	6/18/58	M. J. Ruddy & Son	Grade, PMS on UB & PMS	128,640	27,000	*155,640
59-10TC8	Mer,Sta, S.J	Var	Var	Various Locations	36.2	6/16/58	A. Teichert & Son, Inc.	PMS	176,772	12,000	*188,772
59-10TC16-P	Mer,Mpa, S.J,Tuo	Var	Var	See Mariposa County							
	Mer			Various Locations				Minor Improve (DL & Contract)	4,584	802	5,386
58-14DDC21-P	Mod	FAS 1253		At various locations bet Canby & Alturas		8/ 8/57	G. S. Herrington	8 RC Brs	136,448	10,000	*146,448
59-2DDC26-P	Mod	FAS 1253		On Centerville Rd, bet Canby & 2.1 mi E of Toms Cr	5.4	7/ 2/58	M. W. Brown	Grade & PMS on CTB	283,906	23,027	*306,933
59-2SDC1-P	Mod	FAS 1253		On Centerville Rd, bet 11.8 mi & 17.6 mi E of Canby	5.8	8/ 8/58	Britt Pugh	Grade & Drainage Facilities	63,944	9,074	*73,018
	Mod			Various Locations				Minor Improve (DL & Contract)	3,569	0	3,569
59-9VC5	Mno	23	D	Bet 0.4 Mi & 0.6 Mi N of McGee Cr	0.2	6/26/58	Bishop Engineering & Const., Inc.	Grade & RMS on IB	9,860	4,000	*13,860
59-9VC6-F	Mno	23	H	Bet Mono Inn & foot of Conway Grade	4.2	7/17/58	Basich Bros. Const. Co. & N. L. Basich	Grade & PMS on UB	373,808	59,500	*433,308
59-9VC4	Mno	23,95	K,L;A	Bet Sonora Jct & Nevada State Line, at various locations	27.2	6/12/58	Basich Bros. Constr. Co. & N. L. Basich	PMS	166,706	14,000	*180,706
58-9V1	Mno	40,76	F,A	On Rte 40 at Mile 1.55 & on Rte 76 at 3 Sta's		5/12/58	Day Labor	Improve drainage	5,957	0	*5,957
59-9DDC7-P	Mno	FAS 1091		Benton Crossing Rd, bet State Rte 23 & Owens Riv	5.8	7/17/58	Nevada Contractors, Inc.	RMS on IB	71,619	765	*72,384
59-9DDC8-P	Mno	FAS 1195		On Minaret Summit Rd bet State Rte 112 & Mammoth Mountain Ski Area	4.2	7/17/58	Bishop Engineering & Const. Co.	RMS & Border Trenches	52,854	2,325	*55,179
	Mno			Various Locations				Minor Improve (DL & Contract)	0	0	0
58-5TC1-F	Mon	2	E	Bet 1.8 mi N of Salinas Riv Br at King City & 1.2 mi S of Greenfield	7.9	2/ 5/57	Granite Const Co.	Grade & PMS on CTB	1,447,597	181,252	*1,628,849
58-5TC13	Mon	2	Sal	Bet Deer St & Iris Dr		6/20/58	R. Flatland	Signals, Lights & Chnlz	55,943	7,050	*62,993
59-14TC13	Mon	56	A	Across White Cr, 15 mi S of Lucia		7/31/58	Progressive Const. Co.	Stl Br	15,485	1,548	*17,033
59-5TC3	Mon	56	I	At SCL of Monterey at Via Zaragosa	0.1	7/18/58	Granite Const. Co.	Grade & PMS on UB	4,553	1,256	*5,809
58-5TC12-P	Mon	117	Sal	In Salinas at the Intrs of John St with Abbott St		2/27/58	Marshall Electric Co.	Chnlz, Signals & Lights	21,825	6,128	*27,953
59-5TC2	Mon	119	A	Bet Rte 10 & San Benito County Line, Portions	5.6	6/12/58	Guido O. Ferini	Grade Shldrs & RMS	50,582	9,562	*60,144
59-5TC1	Mon,SBt	Var	Var	Various Locations	30.6	5/ 1/58	Granite Const. Co.	PMS	203,863	14,596	*218,459
58-5DDC9-P	Mon	FAS 659, 658		Reservation Rd bet East Garrison Gate of Ford Ord & 0.2 Mi SEly of Davis Rd & Davis Rd bet Salinas Riv Br & Reservation Rd	2.9	11/ 5/57	Granite Const Co.	Grade, UB & Pen Tr	225,314	12,058	*237,372

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-5SDC1-P	Mon	FAS 660		On Los Laureles Grade bet 1.5 mi N of Carmel Valley Rd & 0.4 mi S of State Hwy Rte 117	4.0	10/27/58	Madonna Const. Co.	PMS on IBM	191,269	11,800	*203,069
59-5DDC12-P	Mon	FAS 1084		On Laurel Drive bet Natividad Rd & Sanborn Rd at Juanita Blvd NE of Salinas	1.4	8/18/58	Granite Const. Co.	Grade, UB, Pen Tr & Sl Ct	227,632	5,119	*232,751
	Mon			Various Locations				Minor Improve (DL & Contract)	5,197	0	5,197
59-4BC86-F	Nap	6	C	Bet the Jct Rte 102 & Solano County Line	1.4	9/19/58	Harold Smith & Son	Grade & PMS on UB	194,971	19,500	*214,471
59-10TC22	Nap	7	A	5 Mi N of Vallejo bet 0.1 Mi N & 0.5 Mi N of Solano-Napa Co Line	0.3	11/21/58	Asta Const. Co.	Grade Shldrs, PMS on UB & Metal Guard Railing	16,922	2,000	*18,922
59-4T1	Nap	102	A	1.6 mi E of Pope Valley Rd to Clear Cr		6/30/58	Day Labor	Realign, grade, surface & drainage	49,895	4,500	*54,395
58-4DDC18-P	Nap	FAS 607		On Silverado Trail bet Conn Cr & Zinfandel Lane.....	1.2	12/ 2/57	Harold Smith & Son.....	Grade & PMS on UB.....	89,011	1,000	*90,011
58-14DDC32-P	Nap	FAS 607		On Silverado Trail bet Trancas Ave & Soda Canyon Rd.....		12/13/57	James H. McFarland.....	Widen 2 RC Brs.....	30,048	500	*30,548
	Nap			Various Locations				Minor Improve (DL & Contract)	7,317	99	7,416
58-3TA1	Nev	15	GVy	WCL of Grass Valley to Alta St		7/30/57	City of Grass Valley.....	Widen & improve drainage.....	30,357	0	*30,357
59-3TC8	Nev,Pla	15,25	Var	Bet 1.1 Mi W of Washington Jct & Steep Hollow & bet Jct US 40 & Grass Valley.....	18.3	4/15/58	Rice Brothers, Inc.....	PMS & Seal Coat.....	144,847	10,655	*155,502
59-3TC11-F	Nev	17	A	Bet Placer County Line & 1.5 Mi S of Rattlesnake Cr.....	7.3	4/25/58	Isbell Const Co.....	Grade,PMS on CTB & RC Br.....	1,354,981	132,708	*1,487,689
59-3TC31	Nev,Sie	25,83	A,B	0.6 mi W of Nevada City & 0.5 mi W of Sierraville		11/21/58	G. S. Herrington	Loadometer Stations	13,010	1,061	*14,071
59-3TC24	Nev	37	D	0.25 mi E of Donner Lake Gate		9/18/58	Claude L. Youngs, Inc.	Drainage Facilities	8,120	379	*8,499
57-3TC34-FI	Nev,Sie	38	B,A	Bet 0.5 Mi E of Floriston & Nevada State Line.....	5.4	3/14/57	Gibbons & Reed Co.....	Grade, PCC on CTS & RC UC....	5,063,637	272,184	*5,335,821
58-3TC10-FI	Nev	38	B	Bet 0.8 Mi E of Hirshdale & 0.8 Mi W of Floriston.....	2.8	5/29/57	H. Earl Parker, Inc.....	Grade, PMS on UB & 2 RC Brs..	1,012,353	56,687	*1,069,040
59-3TC12	Nev,Sie	83	A	Bet 8.6 Mi N of Truckee & Little Truckee Summit.....	8.1	4/25/58	Granite Const. Co.....	PMS & Seal Coat.....	63,762	3,116	*66,878
58-3DDC16-P	Nev	FAS 765		Tyler-Foote Rd bet Kennedy Ranch & 0.7 Mi W of North Columbia.....	3.0	10/30/57	O. K. Mittry & Sons.....	Grade & Drainage Facilities...	240,409	12,000	*252,409
58-3BDC6-F	Nev	FAS 1038		Por of Washington Rd bet State Rte 15 & Washington.....	0.4	8/22/57	Daniel Bayles Jr.....	Grade, RMS on UB & Drainage Facilities.....	33,540	1,109	*34,649
59-3DDC19-P	Nev	FAS 1203		On Brunswick Rd bet State Hwy Rte 17, near Town Talk, & State Hwy Rte 25	3.4	8/11/58	Huntington Bros.	PMS on UB over ISB	154,357	10,749	*165,106
	Nev			Various Locations				Minor Improve (DL & Contract)	9,923	114	10,037
58-7VC16-FI	Ora	2	A	Bet 2.2 Mi S of Rte 64 & Trabuco Creek.....	4.1	6/10/57	Peter Kiewit Sons Co.....	Grade, PCC on CTS, 3 RC UC, Stl Br & RC Sep Str.....	3,817,993	281,700	*4,099,693
59-7VC61	Ora	2	A	San Juan Capistrano, bet 0.7 mi S of Rte 64 & Trabuco Cr	2.2	3/24/59	Sully-Miller Contg. Co.	PMS	10,043	750	*10,793
57-7VC45-FI	Ora	2	B,C	Bet 0.2 mi S of Laguna Canyon Rd & 0.3 mi N of Browning Ave.	5.7	11/29/56	Winston Brothers Co.....	Grade, PCC on CTS, Stl & RC Br; RC Br, 2 RC UC, Stl OC, RC OC, Stl & RC UP & 2 Pump Plants..	3,409,831	245,000	*3,654,831
59-7VC2-FI	Ora	2,174	D,Ora,SA	In & near Santa Ana bet Lewis St & Main St.....	2.8	1/23/58	Henry C. Soto Corp.....	Roadside Development.....	23,059	4,500	*27,559
59-7VC41-P	Ora	2	LHbr,F	La Habra, on Fullerton Rd at Central Ave		10/ 2/58	Sherwin Electric Service	Signals & Lights	12,371	1,250	*13,621
59-7VC53	Ora	2	Ora	On Main St at La Veta Ave		1/26/59	Allen Engineering Co.	Signals & Lights	7,273	1,100	*8,373
58-7VC10-FI	Ora,S.D	2	SClejD	See San Diego County.....							
59-7VC67	Ora	43,182	Ora	In Orange on Tustin Ave at Chapman Ave		5/ 8/59	Steiny & Mitchel, Inc.	Signals & Lights	3,171	350	*3,521
58-7VC46	Ora	60	HntB St Pk	On Pacific Coast Hwy at Entrance to Huntington Beach State Park.....		4/11/58	Sully-Miller Contracting Co...	Grade, PMS, Chnlz, Signals & Lights.....	28,567	4,500	*33,067
59-7VC44-P	Ora	60	LgnB	On Coast Blvd, bet Myrtle St & Diamond St		10/22/58	Paul Gardner Corp.	Signals	23,313	2,000	*25,313
59-7VC58-P	Ora	62,176	A,LHBr	City of La Habra on La Mirada Ave at Imperial Hwy		2/17/59	Cox Bros. Const. Co.	Grade, Chnlz, Signals & Lights	25,962	3,500	*29,462
59-7VC51	Ora	170	A	On Los Alamitos Blvd at Katella Ave		12/31/58	Ed Seymour	Signals & Lights	15,660	1,400	*17,060
59-7VC25	Ora	171	Var	Bet Memphis St & Lincoln Ave	4.6	7/23/58	Charles E. Milleman	Metal Cone Barrier Posts	34,746	3,000	*37,746
59-7VC30-P	Ora	171,178, 2,184	Var	In Buena Park on Grand Ave at La Palma Ave, in Anaheim on Stanton Ave at Lincoln Ave & on Los Angeles St at Ball Rd & in Santa Ana on Main St at Delhi Rd & Broadway Place		8/14/58	Ed Seymour	Chnlz, Signals & Lights	43,313	3,500	*46,813
59-7VC23-FI	Ora,L.A	174,166	B,BPk; Nrw	See Los Angeles County							
57-7VC71-FI	Ora	174	BPk,A, Ful,Ana	On Santa Ana Frwy bet 10th St in Buena Park & La Palma Ave in Anaheim.....	1.7	6/10/57	J. E. Haddock Ltd & R.M. Price Co.....	Grade, PCC on CTS, Signals, Lights & Illum Signs, 2 Stl OC & Stl OH.....	2,055,200	161,846	*2,217,046
59-7VA7	Ora	174	BPk	Across Fullerton Relief Channel		8/15/59	Orange County Flood Control Dist.	Br Protection Work	5,200	0	*5,200
58-7VC13	Ora	175	A,Ana,Ful	Bet Rte 174 & 0.2 Mi E of Rte 2.....	3.6	5/27/57	Griffith Co.....	Grade, PCC on CTS, PMS on CTB & UB, 4 Stl & RC UC, Stl Sep Struct & RC Sep Struct.....	3,333,866	240,000	*3,573,866
58-7VA12	Ora	176	Bre	At the Brea Canyon Channel....		6/11/58	Orange Co Flood Control Dist..	Culvert & remove Br.....	30,912	0	30,912
59-7VC35-F	Ora	178	A,Ana	Bet Stanton Ave & Manchester Ave	3.3	9/15/58	Sully-Miller Contracting Co.	Grade & PMS on CTB	591,336	75,000	*666,336
58-14VA2	Ora	180	Ana	Cerritos Avenue Xing No BM-512.7.....		11/ 5/57	Southern Pacific Co.....	Flashing Light Signals.....	1,892	0	1,892
58-7DDC6-P	Ora	FAS 742		On Harbor Blvd bet Delhi Rd & Westminister Ave near Garden Grove.....	3.2	1/ 2/58	Oliver W. Scott & Son Paving Corp.....	Grade & PMS on UB.....	357,536	44,937	*402,473
58-14DDC28-P	Ora	FAS 742		Across Santa Ana Riv bet Costa Mesa & Garden Grove.....		11/21/57	C. B. Tuttle.....	RC Br.....	151,358	2,500	*153,858
59-7SDC2-P	Ora	FAS 1279		On Santiago Canyon Rd, bet Lake Irvine & .2 Mi S Ely	2.0	11/25/58	Cox Bros. Const. Co.	Grade & PMS on UB	116,252	1,000	*117,252
	Ora			Various Locations				Minor Improve (DL & Contract)	21,502	907	22,409

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-3TC5-FI	Pla,Sac	17,3	A,Rsv,B	See Sacramento County.....							
56-14TC26-F	Pla	17	B	At West Auburn Underpass in Auburn.....		6/29/56	Geo. Pollock Co.....	Alter Stl RR Br.....	677,063	15,000	*692,063
57-3TC27-FI	Pla	17,37	B,Aub;Aub	Bet 1 mi E of Newcastle & Elm Ave in Auburn.....	3.6	1/25/57	Baldwin Contracting Co Inc & H. Earl Parker Inc.....	Gr, PMS on CTB, RC Br & Stl Br	2,558,131	240,880	*2,799,011
59-3TC15-FI	Pla,Sac	17,3	B,A,Rsv	See Sacramento County							
59-3TC32	Pla	17	B,Aub	West Auburn UP		12/ 4/58	P. J. Moore, Inc.	Grade, PMS on CTB & UB	13,418	1,071	*14,489
59-3TC8	Pla,Nev	25,15	Var	See Nevada County.....							
57-3TC22-FI	Pla	37	B,C	Bet Colfax & Magra OH.....	5.8	1/ 2/57	Fredrickson & Watson Const Co & Ransome Co.....	Grade, PCC on CTS, PMS on CTB & UB, 2 RC UC, Stl UP, RC Br, & RC OC.....	3,959,031	325,763	*4,284,794
59-3TC21	Pla	37	B,D	On US Hwy 40, near Colfax & near Baxter		8/29/58	Marshall Electric Co.	Illum Sign Systems	19,119	354	*19,473
59-3TC29	Pla	37	B	Bet Weimar Crossroad & Illinoistown	2.7	10/15/58	Fredrickson & Watson Const. Co.	PMS	20,923	458	*21,381
59-3TC30	Pla	37	D	Bet Monte Vista & Alta Rd		10/16/58	Smith-Wehner Co., Inc.	Grade, PMS on UB & Drainage Facilities	18,930	1,154	*20,084
59-3BCB2-F	Pla	37	D	0.5 mi W of Towle	0.2	9/24/58	J. O. Archibald Co.	Remove Slide Material	120,496	12,000	*132,496
59-3TC26	Pla	65	Aub	0.1 mi W of the ECL of Auburn	0.1	10/ 1/58	Joe Chevreaux	Grade & PMS	14,912	1,057	*15,969
59-3SDC3-P	Pla	FAS 767		Auburn-Foresthill Rd bet N Fork American Riv & 1.7 mi N Ely		10/27/58	Thomas Const. Co.	PMS on UB	80,464	6,255	*86,719
	Pla			Various Locations				Minor Improve (DL & Contract)	4,428	319	4,747
58-2TC4	Plu	21	D,E	Bet 0.7 mi W of Spring Garden & Sloat.....	5.2	1/ 2/57	O. K. Mittry & Sons.....	Grade, PMS on CTB & UB.....	1,061,412	165,165	*1,226,577
59-2TC16	Plu	21	D,F	At Cemetery Hill in East Quincy & at Delleker OH.....	0.8	6/26/58	Trinity Const. Co.....	Grade & PMS on UB.....	43,903	7,100	*51,003
59-2TC2	Plu,Las, Sie	21,233,29	Var	Various Locations.....	24.9	4/16/58	Baun Const Co., Inc. & Ralph B. Ellis.....	PMS.....	176,449	16,635	*193,084
58-2DDC21-P	Plu	FAS 1062		Arlington Rd bet 0.4 Mi E of Indian Cr & Taylorsville.....	4.0	4/15/58	Lester L. Rice & Sons, Inc....	Grade & PMS on UB.....	168,247	24,434	*192,681
58-2DDC18-P	Plu	FAS 1251		On Beckwourth-Calpine Rd, bet Sierra Co Line & Dyson Lane...	3.9	7/24/57	Pyramid Construction Co.....	Grade & PMS on CTB.....	201,247	41,300	*242,547
59-2SDC5-P	Plu	FAS 1251		Beckwourth-Calpine Rd bet 2.6 mi S of US 40A & US 40A	2.6	10/30/58	Pyramid Const. Co.	Grade & Drainage Facilities	65,260	8,359	*73,619
	Plu			Various Locations				Minor Improve (DL & Contract)	9,952	0	9,952
57-14VC13-Y	Riv	19	A,Riv	Across Santa Ana River at West City Limits of Riverside.....	0.6	6/28/57	W. F. Maxwell Company.....	Grade, PMS on UB & RC Br.....	866,331	68,435	*934,766
58-8VA3	Riv	19	C	In Pigeon Pass N of Sunnymead.		4/24/58	Riverside Co Flood Control Dist & Water Conservation Dist	Flood control facilities.....	30,500	0	30,500
59-8VC6	Riv	19,187	Riv,PSp	On Eighth St at Chicago Ave & in Palm Springs on Rte 187 at Sunrise Way.....		6/26/58	Paul Gardner Corp.....	Signals & Lights.....	19,406	1,800	*21,206
59-8VC1-FI	Riv	26	Ban,C	City of Banning bet 20th St & 0.3 Mi E of Banning.....	2.7	3/10/58	Hammer Co., Inc.....	Roadside Development.....	30,145	2,275	*32,420
58-8VC8-F	Riv	43	B,Riv	Bet Polk St & 0.3 Mi N of Arlington Ave.....	5.6	11/22/57	Winston Bros Co.....	PCC on CTS, PMS on CTB, 3 RC OC & 4 RC UC.....	2,283,271	250,000	*2,533,271
58-8VA4	Riv	43	Riv	At Brockton Ave, Mary St.....		5/19/58	City of Riverside.....	Signals & Lights.....	6,000	0	*6,000
59-8VC17	Riv	43	Riv	Bet Van Buren St & Arlington Ave UC	3.8	1/ 2/59	Matich Constrs.	PMS	46,815	2,300	*49,115
58-8VC13	Riv,SBd	43,26	Var	See San Bernardino County.....							
60-11VC5	Riv	64,146	Var	Bet Palm Desert & 4 mi E of Indio, & bet Palo Verde & 6 mi N	19.3	5/ 5/59	Massey Const. Corp.	PMS	54,603	4,100	*58,703
59-8VC5	Riv	78	Per,D	Perris, bet Johnson St & Nuevo Rd.....	1.1	6/16/58	Tetley Nurseries.....	Roadside Development.....	15,672	1,700	*17,372
59-11VA1	Riv	204	A	At the Whitewater River Channel		1/22/59	Coachella Valley Co. Water Dist	Culv	5,989	0	*5,989
58-8DDC7-P	Riv	FAS 698		On Limonite & Etiwanda Aves bet State Rte 193 & Van Buren Blvd at Mira Loma.....	4.8	12/ 2/57	Basich Bros Const Co & N. L. Basich.....	Grade & PMS on CTB.....	244,249	16,508	*260,757
59-11DDC8-P	Riv	FAS 735		On 28th Ave & Lovekin Blvd bet State Rte 146 & 18th Ave	7.6	10/29/58	Silberberger Constrs., Inc.	Grade & RMS on IBM	251,275	6,000	*257,275
59-8DDC11-P	Riv	FAS 1236		On Martin St bet State Rte 78 & Sixth St in Lakeview	8.4	11/18/58	E. L. Yeager Co.	Grade & PMS on CTB	941,926	4,500	*946,426
	Riv			Various Locations				Minor Improve (DL & Contract)	17,469	583	18,052
59-3TC5-FI	Sac,Pla	3,17	B,A,Rsv	Bet W of Fulton Ave & East Roseville OC.....	12.0	3/20/58	Batista Landscape Service.....	Roadside Planting.....	72,069	4,704	*76,773
59-3TC14-FI	Sac	3	B	At the Watt Ave Intrch, 7 mi N of Sacramento		7/10/58	A. Teichert & Son, Inc.	Grade, PMS on UB for Ramps, Lights, Signs & RC Br	138,694	12,617	*151,311
59-3TC15-FI	Sac,Pla	3,17	B,A,Rsv	Bet Ben Ali & 0.5 mi E of Roseville	13.0	7/10/58	A. Teichert & Son, Inc.	PMS & Sl Ct	514,993	28,954	*543,947
59-3TC19	Sac	3	B	At Marconi Ave OC		7/29/58	Brighton Sand & Gravel Co.	Signals, Lights & Chnlz	69,873	5,891	*75,764
59-3TC23	Sac	3	B	Richards Blvd, at Jct of N 12th St & 16th St	0.1	9/ 8/58	J. R. Reeves	PMS on UB on Off-Ramp & Deceleration Lane	8,150	1,158	*9,308
59-3TC27-FI	Sac	3	B	0.6 mi S of Antelope Rd		10/17/58	Granite Const. Co.	Weighing Installations & Facilities	131,711	8,981	*140,692
58-3TA7	Sac	3,50	Sac	On 12th St, E St to F St, & on I St, 3rd to 5th St.....		5/20/58	City of Sacramento	Widen & replace curb & gutter..	13,849	0	*13,849
59-3TA5	Sac	3	Sac	On 15th St at K & L Sts & on 16th St at J, K & L Sts		10/31/58	City of Sacramento	Lights	4,240	0	4,240
56-3TC24-F	Sac,S.J	4	A,Gal,A;D	See San Joaquin County.....							
57-3TC25-F	Sac	4	A,B	Bet 1.8 mi S of Cosumnes Riv & 0.2 mi S of Elk Grove Rd.....	5.6	1/10/57	A. Teichert & Son Inc.....	Grade, PMS on UB, PCC on CTS, 4 RC Br, 2 RC OC & Stl OH....	2,020,317	201,293	*2,221,610
59-3TC35	Sac	4	A,Gal	Bet San Joaquin Co Line & Willow Slough		3/ 2/59	Jay W. Wilmoth	Metal Guard Railing	3,441	591	*4,032
58-3TC44	Sac	11	B	At Redding Ave, near Brighton UP.....	0.2	6/19/58	A. Teichert & Son, Inc.....	Grade & PMS on UB.....	27,864	3,511	*31,375
59-14TC21	Sac	11	C	On the San Joaquin Riv Br at Antioch		11/13/58	The Maritime Equipment & Pre-cast Concrete Corp.	Br Access Walkway & Platforms	25,088	2,000	*27,088
58-3TC33	Sac	11	Sac,B	On Folsom Blvd at Brighton UP.		3/ 6/58	Collins Electrical Co., Inc...	Signal System.....	21,780	2,164	*23,944
58-3TA3	Sac	11	Sac	At 65th St.....		7/17/57	City of Sacramento.....	Modify Signal System.....	8,250	0	8,250
58-10T3	Sac,CC,Sol	11,53,208	Var	At various locations.....		9/ 6/57	Day Labor.....	Signal devices.....	7,836	0	7,836
58-3TA5	Sac	50	Sac	At four intersections.....		1/15/58	City of Sacramento.....	Signals & Lights	8,860	0	8,860
58-14TC4	Sac,Sol	53	C,C	See Solano County.....							
59-14BC81-F	Sac	54	B	Across Deer Cr Overflow, 11.9 mi E of Perkins		9/22/58	W. E. Thomas	Repair RC Br	14,113	2,300	*16,413
60-3TC5	Sac,Yol	Var	Var	Various Locations	12.7	4/ 8/59	A. Teichert & Son, Inc.	PMS & Sl Ct	89,223	7,280	*96,503
58-14DDC23-P	Sac,S.J	FAS 641		1 Mi S of Galt on Lincoln Way, Dry Cr Br.....	0.5	9/ 5/57	Thomas Construction Co.....	RC Br & Appr.....	215,014	25,000	*240,014
	Sac			Various Locations				Minor Improve (DL & Contract)	19,729	115	19,844

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-11VC11	S.D	198	A,LMsa	Bet Panorama Dr & Maricopa St in & near La Mesa	0.3	12/17/58	Sim J. Harris Company	Underdrains	9,403	1,100	*10,503
59-11VC15	S.D	199	ImB	Imperial Beach, on Palm Ave at Ninth St		2/25/59	Federal Electric	Signals & Flashing Beacon System	15,076	2,250	*17,326
59-11VC5	S.D	200	A	Bet 0.1 mi W of 56th St & College Ave.....		6/30/58	R. E. Melbourne Co., Inc.....	Grade Ramps, PMS on UB & Chnlz.....	96,558	9,650	*106,208
58-14VC11	S.D	200	S.D	In San Diego bet 25th St & Home Ave.....	0.8	11/ 4/57	C. K. Moseman.....	Grade Apprs, detours, PMS on UB, 4 RC UC, 3 RC OC, RC Br & Widen RC Br.....	1,258,608	100,000	*1,358,608
58-11DDC7-P	S.D	FAS 728		Del Dios Hwy, bet Rancho Santa Fe & Escondido.....	9.9	11/29/57	Madonna Const Co.....	Grade & PMS on Select Material.	1,120,313	121,104	*1,241,417
59-11DDC12-P	S.D	FAS 728		On Del Dios Hwy bet 1.0 mi & 7.7 mi Nly of Rancho Santa Fe		5/ 4/59	Charles E. Milleman	Metal Guard Railing	7,878	700	*8,578
59-11SDC2-P	S.D	FAS 731		Mission Gorge Rd bet Woodside Ave & State Rte 198 at Santee	3.6	10/29/58	Ralph B. Slaughter	Grade & PMS on UB	311,967	11,945	*323,912
	S.D			Various Locations				Minor Improve (DL & Contract)	29,286	0	29,286
58-14TC14-FI	S.F	2	S.F	Bet 0.4 Mi E of South Van Ness Ave & Turk St.....	1.4	7/ 2/57	Peter Kiewit Sons Co.....	Grade, PMS on CTB on Ramp Appr & 2 Level Stl & Con Sep Str...	7,364,597	465,000	*7,829,597
58-4TC55	S.F	68	SF	On Bayshore Frwy at 23rd St OC in SF.....		4/25/58	Davis Metal Products, Inc.....	Sign frames & Illum Sign Equip.	6,421	1,348	*7,769
59-4TC38	S.F,S.M	68	SF,E	Bet N of 3rd St & South San Francisco City Limits		8/14/58	John H. McCosker, Inc.	Roadside Development	119,591	13,500	*133,091
59-4BBOG1	S.F	68	SF	Bay Bridge Lease Areas No 16 & No 17, at Beale & Howard Sts in SF		10/23/58	The Lowrie Paving Co., Inc.	Grade, PMS & Drainage Facilities	13,491	1,020	*14,511
57-14TC21-FI	S.F	224	S.F	Bet Harrison St & Vallejo St..		11/16/56	Chas. L. Harney Inc.....	Viaduct Str & St Work.....	8,278,400	707,000	*8,985,400
	S.F			Various Locations				Minor Improve (DL & Contract)	4,461	17	4,478
59-10TC7	S.J	4	B,E	Near Stockton, bet Lathrop Rd & Mariposa Rd.....	7.3	6/12/58	L. K. Nelson.....	Roadside Development.....	28,687	1,350	*30,037
59-10TC20	S.J	4	C,D	N of Lodi, bet Turner St & Jahant Rd	4.4	7/30/58	Watkin & Sibbald	Roadside Planting	40,467	2,100	*42,567
59-10TC23	S.J	4	C	Hammer Lane, 3 mi N of Stockton	0.3	2/25/59	A. Teichert & Son, Inc.	Grade, PMS on UB & CTB	19,575	2,500	*22,075
56-3TC24-F	S.J,Sac	4	D;A,Gal,A	Bet 0.7 mi S of Galt & 1.6 mi S of Cosumnes Riv.....	7.2	6/15/56	A. Teichert & Son, Inc.....	Grade, PCC on CTS, PMS on exist pavt, 6 RC Br, 4 RC OC, RC Sep Str & Stl UP.....	3,113,590	342,165	*3,455,755
59-10BC81-F	S.J	4	D	2 Mi N of Lodi, bet Acampo Rd & Gill Cr		11/13/58	A. Teichert & Son, Inc.	Drainage Facilities & Pumping Plant	117,766	15,000	*132,766
59-10TC3	S.J	5	A,B	Bet East Tracy OH & Grant Line Rd.....	3.4	1/23/58	M. J. Ruddy & Son.....	Grade, PMS on CTB over ISB, Stl Sign Str, Illum Signs & Lights.....	482,402	90,000	572,402
59-10TC21	S.J	5	A	Bet 1.6 mi W of Tracy & Tracy	1.6	9/26/58	C & H Contractors, Inc.	PMS	34,762	3,500	*38,262
57-10TC20-F	S.J	5,66	B;A	Bet Mossdale & Richards Ave..	6.8	9/17/56	A. Teichert & Son, Inc.....	Grade, PCC on CTS & PMS on UB Alter RR UP & construct RC Br & RR UP.....	1,950,413	210,000	*2,160,413
58-10TC19	S.J	5	B,Stkn	Bet Richards Ave & Charter Way	5.1	12/12/57	A. Teichert & Son Inc.....	Grade, PMS on UB, RC Br & 2 RC Culvs.....	762,924	132,000	*894,924
59-10T3	S.J	5	B	Mossdale Br on San Joaquin Riv		8/18/59	Day Labor	Non-Skid Surface Treatment	8,891	55	*8,946
58-10TA1	S.J	5,75	Stkn	Center St from Charter Way to El Dorado St.....		8/26/57	City of Stockton.....	Grade, PMS & Signals.....	21,999	0	*21,999
59-10TC10-P	S.J	5,75	Stkn	City of Stockton, bet Wilson Way & 0.8 Mi E.....		6/25/58	A. Teichert & Son, Inc.....	Grade, PMS on UB on Appr, Roadside Planting & Signals...	67,644	9,329	*76,973
58-14TA4	S.J	24	B	At Lockeford Grade Xing, near Lockeford.....		6/10/58	Southern Pacific Co.....	Signals.....	3,720	0	3.720
59-10TC4	S.J	24	Lod,B	Bet Lodi & Rte 97.....	5.1	1/28/58	Claude C. Wood Co.....	Grade, PMS on UB on Shldrs & exist pavement.....	230,016	18,000	*248,016
59-10TC8	S.J,Mer, Sta	Var	Var	See Merced County.....							
59-10TC12	S.J,Cal, Ama	Var	Var	Various Locations.....	21.7	6/19/58	A. Teichert & Son, Inc.....	PMS.....	113,111	6,500	*119,611
59-10TC16-P	S.J,Tuo, Mer,Mpa	Var	Var	See Mariposa County							
58-14DDC23-P	S.J,Sac	FAS 641		See Sacramento County.....							
58-14DDC30-P	S.J	FAS 900		Across South Fork Mokelumne Riv 3.7 Mi W of Thornton.....	0.5	11/13/57	Lord & Bishop Inc.....	RC Br, Grade & PMS on UB on Apprs.....	237,053	1,500	*238,553
59-10SDC3-P	S.J	FAS 906		On Durham Ferry Rd, bet State Hwy Rte 66 & Roth Rd	4.0	10/21/58	A. Teichert & Son, Inc.	Grade & PMS on UB	162,935	3,300	*166,235
	S.J			Various Locations				Minor Improve (DL & Contract)	3,299	0	3,299
57 5VC10-F	SLO	2,33	B,PsRs,A; PsRs,A	Rte 2 bet 1.3 mi S of Paso Robles & 1.0 mi N of Paso Robles, on Rte 33 bet Rte 2 in Paso Robles & Huer Huero Cr..	7.3	10/24/56	Madonna Const Co.....	Grade, PCC on CTS, PMS on CTB & 5 RC Brs.....	3,397,520	266,177	*3,663,697
59-5VC15	SLO	2	B	Two Intrs 2.6 mi & 2.0 mi S of Paso Robles		9/26/58	Ted Watkins	Grade Intrs	4,824	42	*4,866
59-5VC4	SLO	2	D	Bet Camp Fremont & Cuesta OH..	3.0	3/18/58	Madonna Const. Co.....	Grade & PMS on CTB.....	512,045	57,174	*569,219
59-5VC6-F	SLO	2	ArGd	Thru the City of Arroyo Grande	1.3	6/23/58	Chas. MacClosky Co.....	Grade, PCC on CTS, PMS on CTB; RC Br, Stl & RC UC, & 2 RC OC.....	1,098,213	134,433	*1,232,646
59-5VC16-F	SLO	33	B,C	Bet 0.4 mi W of Lucy Brown Rd & Palo Prieto Rd	2.6	10/ 8/58	Phoenix Const. Co., Inc.	Grade & PMS on CTB	260,720	51,477	*312,197
58-5V3	SLO	33	E	1.5 mi E to 4.4 mi E of Santa Lucia Summit.....		5/14/58	Day Labor.....	Widen six curves.....	23,826	3,032	*26,858
59-5VC14	SLO	56	SLO	At the Intrs of Santa Rosa & E Murray Sts		9/24/58	Leslie R. Johnson	Conc Slope Paving, Curbs & Sidewalks	7,369	1,201	*8,570
59-5VC21	SLO	56	SLO	San Luis Obispo, on Santa Rosa St at Foothill Blvd		2/25/59	Madonna Const. Co.	Grade, Chnlz & Signals	19,339	2,620	*21,959
58-14VC15	SLO	57	B	Across Gifford Cr, 35.5 Mi E of NCL of Santa Maria.....		5/23/58	Hi-Way Contractors, Inc.....	RC Br.....	29,924	5,500	*35,424
59-5VC5	SLO,S.B	Var	Var	See Santa Barbara County.....							
59-5SDC2-P	SLO	FAS 677		On Foothill Blvd bet Los Osos Rd & 0.5 mi NE	0.5	10/29/58	Madonna Const. Co.	Grade, PMS on UB & RC Culv	44,936	4,309	*49,245
59-5DDC13-Y	SLO	FAS 1207		Bet State Rte 56 & Old Creek Rd (Whale Rock Rd)	2.3	9/17/58	Madonna Const. Co.	Grade, PMS on CTB & Sl Ct on IBM	182,627	35,897	*218,524
58-5DDC11-P	SLO	FAS 1208		On Templeton-Vasa Rd, bet 2.3 Mi NWy of State Rte 125 & 1.6 Mi SE of Templeton.....	2.4	5/28/58	Madonna Constr. Co.....	Grade & PMS on CTB.....	120,675	17,443	*138,118
59-5SDC3-P	SLO	FAS 1283		San Jose - Santa Margarita Rd across Rinconada Cr	0.7	11/ 6/58	Madonna Const. Co.	RC Br, Grade, PMS on CTB & IBM on Appr.	56,548	10,565	*67,113
	SLO			Various Locations				Minor Improve (DL & Contract)	[illegible]	0	0

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-5TC5-F	SBt	2,22	B,C	Bet 1 mi S & 1 mi N of the San Juan Intrs		8/ 1/58	Thomas Const. Co.	Stl Br, Grade & PMS on UB for Ramps & Connections	383,162	47,756	*430,918
59-5BC81-F	SBt	22	A	At San Benito River, 1 mi W of Hollister		9/24/58	Progressive Const. Co.	Bank Protection	49,843	2,014	*51,857
59-5BC82-F	SBt	119	D	San Benito Riv Br at Jungle Inn		9/30/58	Thomas Const. Co.	Rebuild Embankment	10,057	1,559	*11,616
59-5TC1	SBt,Mon	Var	Var	See Monterey County.....							
59-5SDC4-P	SBt	FAS 670		On Fairview Rd, bet Mansfield Rd & State Rte 22	4.2	11/20/58	Granite Const. Co.	PMS	38,635	2,875	*41,510
59-14DDC46-P	SBt	FAS 1271		On Cienega Rd across San Benito Riv, 0.8 mi S of Hollister		10/ 1/58	C. K. Moseman & Son	RC Br	231,519	1,000	*232,519
	SBt			Various Locations				Minor Improve (DL & Contract)	700	0	700
58-8VC12-P	SBd	9,43	C,SBd	On Foothill Blvd at 4th St, & in San Bernardino on Serra Way at 40th St.....		5/21/58	Paul Gardner Corp.....	Chnlz, Signals & Lights.....	25,714	1,500	*27,214
58-8VA5	SBd	9	SBd	Dallas St to 1,300 ft east....		5/20/58	City of San Bernardino.....	Stormdrain.....	8,000	0	8,000
59-7VC48-P	SBd,L.A	19,9	A,J, Pom	See Los Angeles County							
59-8VC11-FI	SBd	26,43	D,Col, E;Col	At Colton, bet Cypress Ave & Warm Cr Overflow on Rte 26 & bet SP Ry & L St on Rte 43	1.9	10/ 2/58	K. E. C. Co.	Roadside Development	71,714	6,300	*78,014
59-8VC7-FI	SBd	26	Mci,Upl, Ont	Bet Los Angeles County Line & Grove Ave.....	4.9	6/30/58	United Sprinkler Co.....	Roadside Development.....	105,787	7,200	*112,987
59-8VC3-FI	SBd	26	Upl,Ont, D	At Mountain, San Bernardino & Vineyard Avenues.....		6/ 5/58	E. L. Yeager Co.....	Grade, PMS on IBM, Lights & Illum Signs.....	199,951	24,000	*223,951
58-8VC13	SBd,Riv	26,43	Var	In San Bernardino on 'E' St bet Mill St & Fifth St, & in Riverside bet Arlington Ave & Mulberry St.....	5.5	5/21/58	E. L. Yeager Constr. Co., Inc.	PMS.....	56,583	600	*57,183
58-8VA1	SBd	31,191	A;A	At Rte 31 Frwy Xing of Devil Cr Diversion Channel.....		1/22/57	San Bernardino Co Flood Control Dist.....	Br work.....	37,992	0	*37,992
58-8VC4-FI	SBd	31	C,D,E,F	Bet Victorville & Barstow.....	29.3	7/ 9/57	Fredericksen & Kasler.....	Grade, PMS on CTB & IBM, 3 RC Brs, RC OC, RC UP, & RC UC....	5,839,536	515,000	*6,354,536
58-8V2	SBd	31	C,D,E,F	Victorville to Barstow.....		8/ 8/57	Day Labor.....	Harvest Wild Buckwheat seed...	7,507	0	*7,507
58-8VC7-FI	SBd	31	SBd,A,B	Bet 27th St in San Bernardino & Devore.....	8.6	10/31/57	Matich, Sundt & Bevanda.....	Grade, PMS on CTB & IBM, RC UC 2 RC Brs, RC Sep Str & 2 RC OC	2,356,427	250,018	*2,606,445
58-8VC14	SBd	43	H,J,K, L	Bet 0.7 Mi S of Forest Boundary & 0.7 Mi E of Central Rd in Appie Valley.....	6.8	6/ 5/58	E. L. Yeager Co.....	Grade, PMS, Widen 3 Stl & RC Br.....	28,556	40,000	*68,556
59-8V1	SBd	43	H	Mile 8.35 to Mile 9.60		8/21/58	Day Labor	Grade & Guard Rail	14,963	0	*14,963
59-8VA2	SBd	43	SBd	At 13th St		10/31/58	City of San Bernardino	Signals & Lights	2,950	0	*2,950
59-8VC4	SBd	77	A	Bet 0.3 Mi N of Pipe Line Ave & 0.4 Mi S of Riverside Dr....	1.9	6/16/58	George Herz & Co.....	PMS, Grade Shldrs & RMS.....	30,310	4,800	*35,110
59-8VC9-F	SBd	77	A	Bet Rte 192 & Merrill Ave, near Chino	5.3	9/ 4/58	J. A. Payton	Grade & PMS on CTB	820,490	73,180	*893,670
59-9VC1	SBd,Iny	127	A;N,P	See Inyo County.....							
58-8VC15	SBd	190	B	Bet Spruce Ave & 0.1 Mi E of Cactus Ave, near Rialto.....	0.3	6/ 6/58	E. L. Yeager Co.....	Grade & PMS on IBM.....	18,373	1,800	*20,173
58-8VA2	SBd	190	B	Haven Avenue to Riverside Ave..		12/18/57	.....	Acquisition of Borrow Site....	56,226	0	*56,226
59-8VC13-P	SBd	190	SBd	On Highland Ave at Muscott St & at Valencia Ave		10/29/58	Electro Const. Corp.	Chnlz, Signals & Lights	24,238	2,000	*26,238
59-8VC14-P	SBd	192	Upl	On Euclid Ave at Ninth St, in Upland		12/ 3/58	Paul Gardner Corp.	Grade, Signals & Lights	13,216	650	*13,866
59-8BC81-F	SBd	207	A	0.3 mi W of Running Springs	0.1	9/ 4/58	P & Z Co., Inc.	Drainage Facilities	21,951	1,200	*23,151
58-8DDC8-P	SBd	FAS 713		On Alabama St bet Barton Rd & State Highway Rte 26.....	1.0	12/31/57	Matich Constructors.....	Grade & PMS on CTB.....	144,565	20,885	*165,450
59-8DDC10-P	SBd	FAS 715		Bryant St bet Yucaipa Blvd & State Rte 190	3.4	10/ 2/58	Matich Constrs.	Grade & PMS on IBM	385,096	39,500	*424,596
58-8DDC9-P	SBd	FAS 1268		On Haven Ave bet Colton Ave & Foothill Blvd.....	2.5	6/18/58	George Herz & Co.....	Grade & PMS on IBM, Sl Cts....	146,555	13,600	*160,155
	SBd			Various Locations				Minor Improve (DL & Contract)	5,818	0	5,818
59-11VC9	S.D	2	A	NCL of San Diego, at Sorrento Rd	0.2	10/21/58	E. C. Young	Grade, PMS on CTB & Relocate Water Line	38,737	9,000	*47,737
60-11VC4	S.D	2,195	C,B,D	Bet NCL of Oceanside & 5 mi Nly & bet Hancha Cr & 0.5 mi E of Rincon	11.4	4/23/59	R. E. Hazard Contg. Co.	PMS	60,344	4,000	*64,344
58-7VC10-FI	S.D,Ora	2	D;SCle	Bet San Mateo Cr & 0.1 Mi S of Avenida Cadiz.....	2.3	5/ 9/57	Cox Bros Constr Co & J.E. Haddock Ltd.....	Grade, PCC on CTS & PMS on CTB, 3 RC OC, Stl & RC UC.....	2,585,930	205,000	*2,790,930
58-11VC7	S.D	2	S.D	Bet 0.4 Mi S of Washington St & Barnett Ave.....	1.1	8/ 6/57	R. E. Hazard Contg Co & W. F. Maxwell Co.....	Grade, PMS on PCC & RC Br.....	1,497,723	137,600	*1,635,323
59-11VC6	S.D	2	SD	In San Diego on Pacific Hwy	0.3	8/26/58	R. E. Hazard Contracting Co.	Grade, Chnlz with PMS on PCC Base & PCC	25,261	4,500	*29,761
60-11VC6	S.D	2,198	Var	In SD bet San Diego Riv Br & Miramar Rd, & bet Main St in El Cajon & 0.3 mi N of Broadway	8.4	5/ 5/59	Kenneth H. Golden Co., Inc.	PMS	40,768	3,000	*43,768
57-11VC27-FI	S.D	12	LMsa,B, ECj	Bet 0.4 Mi W of Rte 198 in La Mesa & Ballantyne Lane in El Cajon.....	2.9	5/16/57	Kenneth H. Golden Co, Inc., M.H.Golden Const Co., & E.C. Young & Young & Arrieta.....	Grade, PMS on CTB & IBM, Conc Pave on CTS, 3 RC Brs, 1 Stl Br, 1 RC & Stl Ped OC & 3 RC Ret Walls.....	4,240,900	360,000	*4,600,900
58-11VC1-FI	S.D	12	S.D,A	City of San Diego, at Fairmount Ave.....	0.8	4/23/57	Griffith Company.....	Grade, PCC on CTS & PMS on UB, Signals & Lights & 3 RC UC...	1,845,456	161,000	*2,006,456
59-11VC17	S.D	77	F	8.7 mi N of Escondido	0.1	4/ 1/59	R. E. Melbourne Co., Inc.	Subdrainage Facilities & PMS	7,974	800	*8,774
59-11VC13-P	S.D	77,197	Esd	In Escondido at Various Locations		12/26/58	Standard Electric Contracting, Inc.	Signals & Lights	18,696	2,700	*21,396
58-11VC12-F	S.D	77	S.D	At Clairemont Mesa Blvd in San Diego.....	0.8	10/30/57	Daley Corp.....	Grade, PMS on UB & RC Br.....	606,055	67,000	*673,055
59-11V1	S.D	77	SD,A	Aero Drive to 0.2 mi N of Miramar Rd		12/16/58	Day Labor	Seal Coat	15,165	47	15,212
60-11VC1	S.D	77	SD	Bet Aero Dr & 0.2 mi N of Miramar Rd	6.3	3/ 2/59	Griffith Co.	PMS	69,324	4,650	*73,974
59-11VC3	S.D	77,196, 197	Var	At Various Locations.....	17.0	3/24/58	Ralph B. Slaughter.....	PMS.....	106,837	8,100	*114,937
59-11VC4	S.D	196	B	At Intrs of Rte 196 with Santa Fe Ave.....	0.1	6/20/58	Ralph B. Slaughter.....	Grade & PMS on IBM.....	7,595	1,900	*9,495

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-4TC65-P	S.M	2	Bmt	In Belmont, on El Camino Real at Harbor Blvd		12/12/58	R. Flatland	PMS, Signals, Lights & Chnlz	22,317	3,600	*25,917
58-4TC54	S.M	2	Burl	In Burlingame, 1.6 Mi Nly of the SCL at Easton Cr Culvert..		4/25/58	A. Dale Williams.....	Reconst RC Box Culvert, Drainage Improvements.....	5,901	1,100	*7,001
59-4TC76-P	S.M	2	Burl	On El Camino Real at Trousdale Dr, in Burlingame		2/11/59	R. Flatland	Signal System	14,075	2,300	*16,375
59-4TC74-P	S.M	2	DlC	Bet Shakespeare St & Theta Ave, in Daly City		1/14/59	Electrical Maintenance & Service Co.	Chnlz & Signals	17,180	2,700	*19,880
59-4TC27	S.M	2	Mlbr	Bet Silva Ave & Chadbourne Ave.....	0.5	6/27/58	The Lowrie Paving Co., Inc....	PMS on CTB, Signals & Lights, Widen Br.....	111,361	3,800	*115,161
58-4TA4	S.M	2	SCar	Arroyo Ave to 160 ft N of Oak St.....		12/12/57	City of San Carlos.....	Drainage facilities.....	14,192	0	14,192
59-4TC24	S.M	2	SM	On El Camino Real at 41st Ave.....		6/16/58	Abbett Electric Corp.....	Signals & Lights.....	8,550	2,000	*10,550
59-4BC88-F	S.M,SCl	55	A,C,D	See Santa Clara County							
58-4T11	S.M	55	C	At Mile 1.37 & Mile 1.43		5/19/58	Day Labor.....	Erosion Control & Drainage....	19,571	0	*19,571
58-4TC57-P	S.M	55	DlC	In Daly City on Skyline Blvd at Westmoor Ave & Westridge Ave.....		5/19/58	Coopman Electric Co.....	Signals, Flashing Beacons & Lights.....	39,600	5,400	*45,000
59-4TC20	S.M	56	A	Bet 0.4 Mi S of Whitehouse Cr & 1.0 Mi S of Pigeon Point....	3.2	5/21/58	L. C. Smith Co.....	Grade, PMS on CTB & RC Br.....	753,557	75,000	*828,557
59-4BC816-F	S.M	56,105	A	At New Years Cr, & 3.5 mi E of Half Moon Bay		11/26/58	Bragato Paving Co. & Bragato Const. Co.	Grade, Benching & Reinforce Slopes, Drainage Facilities	44,059	5,377	*49,436
59-4TC38	S.M,S.F	68	E,SF	See San Francisco County							
57-4TC44-F	S.M	68	SCar,C, RdwC,D	Bet Bransten Rd & 0.4 mi N of Marsh Rd.....	3.8	11/ 2/56	Piombo Const Co, M&K Corp & Connolly Pacific Co.....	Gr, PCC on CTS, PMS on CTB, 3 RC Br, 2 RC UC, RC OC & RC OH.	5,237,586	522,000	*5,759,586
59-4TC34	S.M	68	SM	City of San Mateo, bet Peninsular Ave & 16th Ave	2.2	7/28/58	Rudolph Watson	Roadside Development	79,275	9,200	*88,475
59-4TC69	S.M	68	SM	Norfolk St Conn to East Hillsdale Blvd Intrch in SM	0.1	1/ 6/59	Bragato Paving Co. & Bragato Const. Co.	Grade & PMS on UB	57,284	5,186	*62,470
59-14TC1	S.M	68	SM	City of San Mateo at the Third Ave Intrch.....		2/ 5/58	Charles S. Moore.....	Grade, PCC on CTS for Bus turn-outs, RC Pd Br & RC Stairways.....	41,135	4,113	*45,248
58-SMAC7	S.M	105	B	On San Mateo-Hayward Br.....		4/25/58	Ecco Electrical Const. Co.....	Replace Electric Traffic Gates	8,432	843	*9,275
58-SMAC8	S.M	105	B	Across San Francisco Bay, bet San Mateo & Hayward.....		5/28/58	P & Z Co., Inc.....	Repair RC Br.....	33,413	3,100	*36,513
59-SMAC9	S.M,Ala	105	B,Hay	On the San Mateo - Hayward Br & Toll Plaza	4.1	9/25/58	O. C. Jones & Sons	Grade, Pen Tr, PMS on Br Deck & Toll Plaza Areas	35,776	5,734	*41,510
58-4TC53-P	S.M	107	A,RdwC, Wds	In Redwood City & Woodside on Woodside Rd at Alameda De Las Pulgas.....		4/17/58	R. Flatland.....	Signals & Lights.....	11,434	2,173	*13,607
58-4TC58-P	S.M	107	MlP	In Menlo Park, on Willow Rd at Newbridge St.....		5/28/58	R. Flatland.....	Chnlz, Lights & Signals.....	13,218	2,400	*15,618
59-4TC60	S.M,Ala	107	Var	Bet Menlo Park & Newark		12/ 9/58	Williams Bros.	Grade, PMS on CTB & Metal Guard Railing	27,304	3,800	*31,104
59-4TC15	S.M,SCr, SCl	Var	Var	See Santa Clara County.....							
59-4SDC2-P	S.M	FAS 1052		Edgewood Rd, County Rd No 24, bet Canada Rd & Cordilleras Rd	2.5	10/21/58	L. C. Smith Co.	PMS	41,830	4,469	46,299
	S.M			Various Locations				Minor Improve (DL & Contract)	36,554	795	37,349
58-5VC2-F	S.B	2	C,M	Bet Wigmore & 1.7 Mi N of Los Alamos.....	5.9	2/14/57	Madonna Const Co.....	Grade, PCC on CTS, PMS on CTB & IB, RC Sep Str, RC Box Culv.	1,536,379	176,149	*1,712,528
59-5VC7	S.B	2	C,M	Los Alamos, bet 0.2 Mi S of Foxen Lane & 0.2 Mi N of Cat Canyon Rd.....	2.0	6/20/58	M. J. Hermreck.....	Road Mix Shldrs with ISBM.....	8,416	1,573	*9,989
59-5VC2-F	S.B	2	D	Bet Buellton & Rte 80.....	5.1	1/28/58	Fredrickson & Watson Const. Co	Grade, PCC & PMS.....	989,648	139,386	*1,129,034
59-5VC19	S.B	2	D	2.6 mi S of Buellton at Nojoqui Cr Br		10/24/58	J. B. Stringfellow Co.	Riprap on Banks & Drainage Facilities	13,683	739	*14,422
59-5V1	S.B	2	F	At Tajiguas		7/18/58	Day Labor	Improve Drainage	9,437	821	*10,258
59-5VC11	S.B	2	H	At Carpinteria Ave near Carpinteria	0.2	8/27/58	Maze Const. Co.	Grade & PMS on UB	15,758	2,525	*18,283
57-5VC16-F	S.B	2	Q,G,F	13 Mi W of Santa Barbara bet Elwood & Orella.....	9.4	1/25/57	Fredrickson & Watson Const Co.	Grade, PCC on BTS, PMS on CTB & 3 RC UC.....	3,225,445	273,151	*3,498,596
59-5VC3	S.B	2	SB,P,Q	In & near Santa Barbara bet Los Olivos St & 0.3 Mi W of El Sueno Rd.....	3.6	2/27/58	Watkin & Sibbald.....	Roadside Planting.....	139,696	9,751	*149,447
59-14VC1	S.B	56	B	Across El Jaro Cr, 9 Mi S of Lompoc.....	0.3	5/23/58	Hi-Way Contractors, Inc.....	RC Br, Grade & PMS on UB on Appr.....	83,906	14,000	*97,906
59-5VC10	S.B	80	SB	On Mason St bet Milpas St & Salinas St, on Salinas St bet Rte 2 & Old Coast Hwy, & on Old Coast Hwy bet Salinas St & 0.4 mi Ely	1.0	8/21/58	Hi-Way Contractors, Inc.	Grade & PMS on UB	39,270	5,703	*44,973
59-5VC1	S.B	150	S.B	Bet Leadbetter Rd & La Marina Drive.....	0.5	1/ 2/58	K.E.C. Co.....	Roadside Planting.....	27.569	2,769	*30,338
59-5VC5	S.B,SLO	Var	Var	Various Locations.....	30.4	4/17/58	Valley Paving & Const. Co. & Anton Doko.....	PMS.....	184,058	12,285	*196,343
58-5DDC10-P	S.B	FAS 1254		On Santa Rosa Rd, bet 1.2 Mi E of Santa Rosa Park & State Rte 2.....	6.5	5/ 5/58	Jesse H. Harrison & San Ardo Constructors, Inc.....	PMS on UB.....	397,583	31,961	*429,544
59-5SDC5-P	S.B	FAS 1281		On Turnpike Rd & Foothill Blvd bet 0.1 Mi N of Hwy 101 & San Marcos Rd	1.1	11/25/58	Fredrickson & Watson Const. Co.	Grade, PMS on IBM, & widen RC Br	178,617	32,936	*211,553
	S.B			Various Locations				Minor Improve (DL & Contract)	0	0	0
59-4TC5	SCl	2	B,SJs	In San Jose on Monterey Rd bet Humboldt St & Cottage Grove Ave.....	0.4	3/12/58	O. C. Jones & Sons.....	Grade, PMS on CTB, Chnlz, Curbs, Lights & Signals.....	53,971	7,000	*60,971
59-4TC59-P	SCl	2	PA	On El Camino Real bet Stanford Ave & Hansen Way		12/12/58	Howard Electric Co.	Signals & Lights	9,376	1,800	*11,176
58-4TA2	SCl	2	SJs	Market St at San Carlos St, in City of San Jose.....		11/14/57	City of San Jose.....	Signals, lights & chnlz.....	7,910	0	7,910
58-4TA5	SCl	2	SJs	At Sunol Street.....		1/ 9/58	City of San Jose.....	Signals.....	5,857	0	5,857
58-4TA9	SCl	2	SJs	Morrison Ave to Stockton Ave..		6/11/58	City of San Jose.....	Storm drains.....	11,632	0	11,632
59-4TC29	SCl	2	SJs	In San Jose at Cottle Rd		7/ 7/58	Edward Keeble Const. Co.	Grade, Chnlz, Signals & Lights	50,027	6,700	*56,727

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-4TC16	SCl	2	Sunv, A,SCl	Bet Rte 114 & 0.1 Mi E of San Tomas Aquinas Cr.....	3.9	5/ 1/58	A. J. Raisch Paving Co.....	Grade, Widen, Signals, Lights, & 3 RC Br.....	1,074,501	107,400	*1,181,901
58-14TA1	SCl	5	B	Moulton Grade Xing No L-49.7..		8/15/57	Southern Pacific Co.....	Flashing Signals.....	3,127	[illegible]	3,127
59-4BC81-F	SCl	5	LGts	Near Main St in the City of Los Gatos		9/ 5/58	Dan Caputo Co.	Repair Conc Chann Lining, Retaining Wall, Flume & Place Riprap	217,863	25,000	*242,863
59-4TC52	SCl	5	SJs,B	In San Jose, on W San Carlos St at Porter Ave - Shasta Ave		11/21/58	Howard Electric Co.	Storage Lane, Signals & Lights	20,500	3,800	*24,300
59-4TC79	SCl	5	SJs	On San Jose-Los Gatos Rd at Camden Ave		4/ 1/59	Progress Electric	Chnlz, Signals & Lights	6,227	1,300	*7,527
58-4TC20-FI	SCl	5,42	Var	Bet Rte 42 in Los Gatos & Bascom Ave in San Jose & bet Tait Ave & New Rte 5.....	8.8	6/13/57	Gordon H. Ball, Gordon H. Ball, Inc, Ball & Simpson & Lew Jones Const Co.....	Grade, PCC on CTS, RC Sep Str, 2 RC Brs, Stl UP, 4 RC OC, 4 RC UC, & 3 Stl & RC UC.....	5,634,012	570,700	*6,204,712
59-4TC19	SCl	32	A	Bet 1.1 Mi & 1.7 Mi E of Gilroy.....	0.6	5/19/58	Geo. C. Renz Constr. Co., Inc.	Grade, PMS on IB on Br Appr. & RC Br.....	88,539	10,500	*99,039
59-4BC82-F	SCl	42	Sar	In Saratoga at Saratoga Cr		9/ 4/58	Bridges Const. Co.	RC Ret Wall	22,601	2,210	*24,811
59-4BC88-F	SCl,S.M	55	A,C,D	Six Locations bet Saratoga Gap & Half Moon Bay Rd		10/24/58	Frank & Beaudet	Repair Embankments, Underdrains & PMS	28,889	4,500	*33,389
58-4TA6	SCl	68,114	Sunv,A	At Mathilda Ave.....		1/ 9/58	City of Sunnyvale.....	Signal System.....	4,331	0	4,331
59-4TC7	SCl	113	A,Sunv	Bet 0.6 Mi E of Rte 68 & 0.2 Mi E of Lawrence Station Rd...	1.8	3/12/58	Edward Keeble.....	Grade, PMS on CTB & Widen 2 RC Br.....	113,230	12,700	*125,930
59-4TC68	SCl	114	Sar,SJs, A	Bet Rte 42 & 0.1 mi S of Bollinger Rd	3.6	12/17/58	Sondgrath Bros. Const. Co.	PMS	20,417	3,000	*23,417
59-14TC4	SCl	115	A	On Alum Rock Ave at Silver Cr.		4/24/58	Edward Keeble.....	RC Br & Appr.....	68,473	11,000	*79,473
59-4TC3-P	SCl	115	SJs,A	In & near San Jose bet 0.1 Mi SW of King Rd & 0.2 Mi NE of Capitol Ave.....		1/14/58	Edward Keeble.....	Grade, Lights, Signals & Chnlz	147,439	17,037	*164,476
59-4TC15	SCl,S.M, SCr	Var	Var	Various Locations.....	29.0	5/ 1/58	Sondgroth Bros. Const. Co.....	PMS.....	226,679	22,700	*249,379
59-4BDC81-F	SCl	FAS 616		Summit Rd at 0.4 mi S of State Rte 5	0.2	11/26/58	Bragato Paving Co. & Bragato Const. Co.	Grade, UB & Sl Ct	80,036	8,100	*88,136
59-4SDC1-P	SCl	FAS 995		Saratoga Ave bet Stevens Cr Rd & 0.10 mi S of Moorpark Ave	0.7	10/20/58	Rose & Matoza Const. Co.	Grade & PMS on CTB	165,046	1,500	*166,546
	SCl			Various Locations				Minor Improve (DL & Contract)	15,504	843	16,347
58-4TA8	SCr	32	Wat	At Lincoln Street.....		4/21/58	City of Watsonville.....	Signals & lights.....	1,862	0	1,862
59-4BC83	SCr	44	A	At 3 Locations, bet Boulder Cr & Big Basin		8/27/58	Edward Keeble Const. Co.	Grade, PMS on UB & Sacked Conc Riprap	49,437	3,889	*53,326
58-4TC18-F	SCr	56,5	SCr;SCr,A	Bet 0.3 Mi E of Morrissey Ave & 0.6 Mi N of Jct Rtes 56 & 5.	2.1	5/31/57	Dan Caputo Co, Dan Caputo & Edw. Keeble.....	Grade, PMS on UB, 2 RC OC, 2 RC UC, RC Sep Str & 2 RC Brs.	1,726,418	197,304	*1,923,722
58-4TC21	SCr	56	SCr,B	Bet 0.2 Mi E of Swift St in Santa Cruz, & 0.5 Mi W of Wilder Cr.....	2.9	6/13/57	Granite Const Co.....	Grade & PMS on UB.....	714,820	71,300	*786,120
59-4TC61	SCr	56	SCr,B	In Santa Cruz, bet Branciforte Ave & WCL		12/ 9/58	Granite Const. Co.	PMS & Drainage Facilities	21,339	3,190	*24,529
59-4BC84-F	SCr	67	A	8 mi E of Watsonville	0.1	9/11/58	Granite Const. Co.	Grade & PMS on UB	44,031	5,900	*49,931
59-4TC66	SCr	116	A	3.1 mi N of Santa Cruz		12/12/58	Power-Mullin Const., Inc.	Retaining Walls & Drainage Facilities	15,075	2,800	*17,875
59-4BC814-F	SCr	116	B	Bet 5.8 mi N & 6.0 mi N of Boulder Cr	0.2	11/13/58	Granite Const. Co.	Grade, PMS on UB, Riprap & Drainage Facilities	28,252	4,700	*32,952
58-4T10	SCr	116	SCr	At future Route 56 Intrch.....		4/17/58	Day Labor.....	Construct fill.....	14,900	0	14,900
59-4TC15	SCr,SCl, S.M	Var	Var	See Santa Clara County.....							
59-4SDC8-P	SCr	FAS 1145		On Soquel - San Jose Rd bet Soquel Dr & 0.5 mi N	0.5	11/25/58	Granite Const. Co.	Grade & PMS on UB	51,217	6,000	*57,217
58-4DDC20-FP	SCr	FAS 1172		Bear Creek Rd, bet 2 Mi & 3.7 Mi N Ely of Boulder Cr....	1.7	6/25/58	Granite Const. Co.....	Grade & PMS on UB.....	165,336	13,400	*178,736
	SCr			Various Locations				Minor Improve (DL & Contract)	2,035	31	2,066
59-14TC16	Sha	3	A	4.3 mi S of Redding at Clear Cr		9/ 5/58	John W. Lemon	Bank Protection	11,775	1,000	*12,775
59-2BC81-F	Sha	3	C	1.2 mi S of Vollmers	0.1	8/20/58	Gibbons & Reed Co.	Remove Slide & PMS on UB	85,053	1,819	*86,872
59-2BC82-F	Sha	3	C	30 mi N of Redding	0.1	8/21/58	McCammon-Wunderlich Co.	PMS on UB, & Drain Facilities	97,149	2,411	*99,560
58-2TC3-FI	Sha	3	D	Bet 0.5 mi N of Lamoine & 0.8 mi N of Shotgun Cr 15 mi S of Dunsmuir.....	6.9	1/ 2/57	Gibbons & Reed Co.....	Grade, PMS on CTB & UB.....	5,704,927	325,827	*6,030,754
58-2T5	Sha	3	D	At Sta 310, 0.7 mi S of Shotgun Cr.....		1/ 9/58	Day Labor.....	Drains.....	21,914	0	21,914
59-2TC1	Sha	3	Rdg	In City of Redding bet Parkview Ave & Sulphur Cr.....	1.1	3/17/58	W. H. Darrough & Sons.....	Grade & PMS on CTB.....	307,932	42,200	*350,132
59-2TC21	Sha	3	Rdg	At the Intrs of Eureka Way & Market St, in Redding		11/25/58	Fogle Plumbing & Underground Const. Co.	Drainage Facilities	5,017	929	*5,946
59-2TA2	Sha	3	Rdg	Market St at Shasta St; Pine St at Shasta St & at South St		4/ 9/59	City of Redding	Signals	4,058	0	*4,058
59-2TC3	Sha	20	A	Bet Trinity County Line & the foot of Buckhorn Grade.....	1.4	4/15/58	Harold P. Hastings.....	Grade & PMS.....	51,143	11,813	*62,956
59-2BC83-F	Sha	20	A	Bet Buckhorn Summit & 1.2 mi Ely	0.2	8/20/58	Harold P. Hastings	Grade, PMS on UB & Restore Slopes	48,678	4,108	*52,786
59-2TC9	Sha	20	C	At the West Branch of Churn Cr & at Churn Cr.....	0.4	5/23/58	Fredrickson & Watson Const. Co.	RC Br, RC Culv, Grade & PMS on UB on Appr.....	105,898	11,350	*117,248
59-2TC19	Sha	20	C,Rdg	At the Intrs of State Sign Rte 44 & Bechelli Lane - Acacia Ave		8/12/58	L. H. Leonardi Electric Construction Co.	Signals & Lights	9,728	941	*10,669
59-14TC2-F	Sha	20	Rdg	In Redding on Eureka Way bet Court St & California St.....	0.2	3/ 6/58	Stolte, Inc.....	Grade, PMS on CTB & RC OH.....	275,110	33,000	*308,110
59-2TC13	Sha,Tri	20,29, 35	Var	Various Locations.....	24.5	6/16/58	Howard B. Folsom.....	Sl Ct.....	42,358	3,523	*45,881
59-2TC11	Sha	28	C	Near Hatchet Mountain Summit, 45 Mi E of Redding.....	0.3	6/16/58	Morgan Construction Co.....	Grade, ISubB Mat & PMS on UB.....	22,829	3,234	*26,063
59-14TC6	Sha	83	A	Hat Creek Br, 10.4 Mi N of NW boundary of Lassen National Park.....		5/12/58	Walter H. Lindeman.....	Grade, PMS on Br Appr, Pen Tr on Detour & RC Br.....	49,255	10,000	*59,255
59-2TC10	Sha,Sis	83	E,B	At Dry Cr 9 Mi N of Lake Britton, & bet 2.5 Mi & 4.2 Mi E of McCloud.....	1.4	5/23/58	R. E. Hertel.....	Grade, PMS on UB, RMS on Detours & RC Br.....	138,935	22,557	*161,492
59-14SDC4-P	Sha	FAS 1074		Old Oregon Trail at Sacramento Riv near Anderson	0.2	11/10/58	R. E. Hertel	RC Br, Grade & PMS on UB on Appr	106,154	3,000	*109,154
58-2DDC23-P	Sha	FAS 1277		Oak Run Rd bet 0.3 Mi S & 1.3 Mi N of Oak Run Cr.....	1.6	6/25/58	J. H. Trisdale, Inc.....	Grade & PMS on IBM.....	410,824	5,500	*416,324
	Sha			Various Locations				Minor Improve (DL & Contract)	11,191	67	11,258

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-14TC9	Sie	25	A	Across Goodyear Cr, 4.3 Mi W of Downieville		6/10/58	Chas. I. Cunningham Co.	Redeck Br	8,057	1,500	*9,557
59-14TC10	Sie	25	A	At Fiddle Cr, 12.1 Mi W of Downieville		6/27/58	Holcomb & Saxton Const. Co.	RC Br & Appr	37,904	6,000	*43,904
59-2TC2	Sie,Plu, Las	29,21,233	Var	See Plumas County							
57-3TC34-FI	Sie,Nev	38	A,B	See Nevada County							
59-3TC12	Sie,Nev	83	A	See Nevada County							
59-3TC31	Sie,Nev	83,25	A,B	See Nevada County							
59-3SDC6-P	Sie	FAS 1251		On Westside Rd bet Calpine Rd & Plumas Co Line		10/22/58	Wm. Gross Contg. Co.	Drainage Facilities	31,946	500	*32,446
	Sie			Various Locations				Minor Improve (DL & Contract)	9,413	415	9,828
59-2TC12	Sis	3,46	B,C,D	Bet Shasta Riv & Oberlin Rd, & bet 5.8 Mi E of Scott Riv & Walker Br	19.5	6/16/58	Howard B. Folsom	Sl Ct	33,928	3,000	*36,928
59-2BC84-F	Sis	3	Dmr,A	At NE City Limit of Dunsmuir		8/21/58	McCammon-Wunderlich Co.	Restore Rd & Install Drains	64,219	1,486	*65,705
59-2T2	Sis	3	Dmr,A	Sacramento Riv Br to Mott Airport, 3.3 mi N		10/ 6/58	Day Labor	Surface gutters in median	14,998	0	14,998
58-2T9	Sis	46	D	Walker Br to Rte 3		4/24/58	Day Labor	Widen roadway	52,152	0	*52,152
59-2T1	Sis	46	D	Walker Br to Rte 3		8/15/58	Day Labor	Widen Roadway	45,987	0	45,987
59-2TC6	Sis	72	A,B	Bet 8.3 Mi N of Weed & Grass Lake	13.0	5/ 1/58	M. W. Brown	PMS	101,804	11,500	*113,304
59-2TC7	Sis	72	B,C,Drs	Bet Juniper Sta & 0.1 Mi N of Dorris	17.1	5/ 1/58	Dorman Const. Co.	PMS on IBM	333,405	24,280	*357,685
59-2TC10	Sis,Sha	83	B,E	See Shasta County							
59-2SDC6-P	Sis	FAS 753		State Line Rd bet 10.3 mi W of Hatfield & 7.3 mi W of Hatfield	3.0	11/ 7/58	Hayward Building Material Co.	PMS	23,810	2,680	*26,490
59-2SDC7-P	Sis	FAS 753		State Line Rd bet 7.3 mi W of Hatfield & 3.8 mi W of Hatfield	3.5	11/ 7/58	Hayward Building Material Co.	PMS	29,535	2,602	*32,137
59-14DDC43-P	Sis	FAS 753		On State Line Rd, across Lost Riv, W of Hatfield		8/13/58	Ben C. Gerwick, Inc.	RC Br	93,860	500	*94,360
57-14BDC9-F	Sis	FAS 1089		Across Scott Riv, 16 Mi W of Fort Jones		5/29/57	Ausland Const. Co.	Stl & RC Br	124,983	15,500	*140,483
58-2DDC19-P	Sis	FAS 1089		On West Side Road bet Dredger Camp Rd 3 Mi N of Callahan, & 0.5 Mi N of Fay Lane	4.1	7/31/57	Granite Const Co.	Grade & PMS on UB	265,424	39,076	*304,500
58-14DDC33-P	Sis	FAS 1089		On West Side Rd bet Callahan & Cedar Gulch		3/20/58	Leo L. Davis	3 RC Br	87,411	12,300	*99,711
59-2BDC82-F	Sis	FAS 1089		On Scott Riv Rd bet 9.0 mi NW of Fort Jones & 1.1 mi S of Klamath Riv		4/ 6/59	Gibbons & Reed Co.	Remove Slides & Drainage Facilities	40,163	4,513	*44,676
59-2DDC24-P	Sis	FAS 1089		West Side Rd, bet Callahan & Cedar Gulch	2.8	7/ 7/58	M. W. Brown	Grade & Drainage Facilities	270,859	25,638	*296,497
	Sis			Various Locations				Minor Improve (DL & Contract)	13,152	0	13,152
57-10TA2	Sol	7	D	Putah South Canal, near the Nut Tree		6/12/57	U.S. Bureau of Reclamation	Extend Siphon	10,357	0	10,357
56-14CBC2	Sol,C.C	7	F,A	See Contra Costa County							
57-14CBC6	Sol	7	F	¼ Mi N of Carquinez Strait Br at Crockett		11/15/56	Scott-Buttner Electric Co.Inc.	Toll Collecting Facilities	256,060	18,000	*274,060
58-10TC6-FI	Sol	7	F,Val,G	Bet 0.2 Mi N of Vallejo Wye & 0.4 Mi N of Redwood St	3.5	4/23/57	Harms Bros, C. M. Syar & Erickson Phillips & Weisberg	Grade & PMS on CTB, RC Sep Str & 6 RC OC	4,505,498	420,000	*4,925,498
58-10CBC2	Sol	7	F,Val	At Carquinez Br, bet Toll Plaza & Vallejo Wye	0.6	5/ 1/58	The Justice Co.	Roadside Development	15,348	1,750	*17,098
58-10T4	Sol	7	F,Val,G	0.2 mi N of Vallejo Wye to 0.4 mi N of Redwood St		9/ 5/57	Day Labor	Signs, stripe & markings	41,583	0	41,583
58-10CB3	Sol	7	F	Sta 17 to Sta 20		4/29/58	Casual Labor	Remove slide material	17,042	0	*17,042
58-14CBC7	Sol,C.C	7	F,D,A	See Contra Costa County							
58-14CBC8	Sol	7	F	0.05 Mi N of Carquinez Strait Br		4/17/58	Rapp, Christensen & Foster	Construct Shop Building	139,806	15,000	*154,806
59-10TC13	Sol	7	I	Bet Rte 101 & South Fork of Putah Cr	4.0	6/19/58	A. Teichert & Son, Inc.	Subseal & PMS	38,536	4,800	*43,336
59-10TC6	Sol	7	Vac,D	Bet Ulatis Cr & Nut Tree	0.7	5/12/58	Syar & Harms	Grade & PMS on UB	36,093	5,000	*41,093
59-10CBC3	Sol	7	Val	Bet 0.7 mi & 1.0 mi N of Carquinez Br	0.3	10/17/58	L. A. and R. S. Grow	Remove Slide Material	25,550	3,531	*29,081
59-10TC11	Sol	7,53, 101	Var	Various Locations	10.1	6/16/58	Syar & Harms	PMS	49,236	3,500	*52,736
58-10T3	Sol,Sac,CC	11,53,208	Var	See Sacramento County							
58-14TC4	Sol,Sac	53	C,C	Across Sacramento Riv at Rio Vista		1/30/57	Lord & Bishop Inc.	Por of Br & Substructure	962,653	90,000	*1,052,653
60-10TC3	Sol	74	B	Bet ECL of Vallejo & Ream St	0.4	4/ 7/59	Oliver De Silva, Inc.	Grade & PMS on UB	43,916	3,000	*46,916
60-10TC2	Sol	74,208	Val,B	Jct of Rtes 74 & 208		1/27/59	Syar & Harms	Signals, Lights, Lanes & Chnlz	47,005	6,500	*53,505
58-3TC29-FI	Sol,Yol	90	A,B	Bet 0.2 Mi S of Putah Cr & 2.8 Mi N of Madison	13.6	12/20/57	Gordon H. Ball, Gordon H. Ball Inc & Ball & Simpson	Grade, PMS on UB, 7 RC Brs & 2 RC Sep Strs	2,830,002	211,351	*3,041,353
58-10TA2	Sol	208	A,B	At Wilson Ave		4/24/58	State	Acquisition of material site	90,403	0	90,403
58-14DDC29-P	Sol	FAS Var		At Various Locations		11/19/57	Rett Co.	2 RC Brs & 5 RC Box Culvs	108,047	4,500	*112,547
	Sol			Various Locations				Minor Improve (DL & Contract)	7,373	30	7,403
59-4TC26	Son	1	A	Bet 2 Mi S of Cloverdale & Asti	2.0	6/19/58	E. A. Forde Co.	PMS, Grade & PMS on CTB	75,186	8,800	*83,986
59-4TC33-F	Son	1	B	Adjacent to Healdsburg, bet Grant School & 1.2 mi N of Chiquita Rd	4.9	7/17/58	Guy F. Atkinson Co.	Grade, PMS on CTB, Lights, RC Br & Stl Br	1,633,721	163,400	*1,797,121
59-4TC46	Son	1	C,F,Pet	Bet Barham Ave near Santa Rosa & 0.6 mi S of Petaluma Cr near Petaluma	16.8	10/21/58	Shawn Co.	Roadside Development	19,118	2,870	*21,988
59-4BC89-F	Son	1	D	2.1 mi N of Cloverdale		10/29/58	George F. Casey Co.	Horizontal Drains	22,160	4,000	*26,160
59-4TC54	Son	1	F	Denman Flat, 3 mi Wly of Petaluma, at Petaluma Cr & at Willow Brook		11/25/58	Joseph W. Richards	Channel Change	27,757	4,300	*32,057
59-4TC78	Son	1	F	On Redwood Hwy at N-bound Petaluma Off-Ramp, 2 mi S of Petaluma		3/24/59	H. S. Electric Co.	Stl Sign Str, Metal Guard Railing, Lights & Illum Signs	9,369	1,900	*11,269
58-14TC3	Son,Mrn	8	A,A	See Marin County							
59-4TC70	Son	48	A	0.4 mi S of Mendocino Co Line		12/31/58	Young and Engelke Co.	RC Culv & Str	9,518	900	*10,418
59-4BC85-F	Son	48	A	2.0 mi SE of Mendocino Co Line	0.2	9/ 8/58	Arthur B. Siri, Inc.	Grade & PMS on UB	81,016	9,850	*90,866
59-4TC30-P	Son	51	SRo	On Sonoma Hwy at Farmers Lane		7/17/58	Stolting Electric Co.	Curb Returns, Signals & Light	16,405	2,600	*19,005
59-4TC35	Son	56	B	Bet Bodega Bay & Russian Riv		7/31/58	Claude L. Youngs, Inc.	Drainage Facilities	11,582	1,900	*13,482
59-4TC55	Son	56	B	Bet Bodega Bay & Russian Riv at Scotty Cr		11/25/58	Argonaut Constrs.	CMP Culv & Cattlepasses	21,495	3,500	*24,995
59-4TC56	Son	56	B	Bet Bodega Bay & the Russian Riv, at Scotty Cr		11/26/58	Rapp Const. Co.	RC Box Culv	25,900	3,700	*29,600
59-4TC62	Son	56	C	Seven mi N of Jenner		12/ 4/58	Claude L. Youngs, Inc.	Retaining Wall & Drainage Facilities	16,943	2,900	*19,843
58-14TC12	Son,Men	56	E,A	Bet 0.4 Mi S of Gualala Riv & Gualala	1.1	6/13/57	Peter Kiewit Sons Co.	Grade, RMS on UB & CTB, RC Br.	668,512	103,575	*772,087
58-4TC48	Son	103	A	12.8 Mi SE of Geyserville	0.1	2/27/58	Slinsen Const. Co.	Grade, PMS & Slope Protection.	12,572	2,000	*14,572
59-14TC19	Son	104	A	Along Russian Riv, 1.5 mi W of Guerneville		10/22/58	William R. Cole	Place Riprap to Protect Retaining Wall	18,514	1,700	*20,214

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
59-4TC28	Son	208	A	Bet Tolay Cr & Sonoma Cr.....	2.1	6/26/58	A. G. Raisch Co.....	PMS & Stl Ct.....	37,315	5,700	*43,015
59-4TC21	Son,Mrn	Var	Var	See Marin County.....							
59-4DDC22-P	Son	FAS 780		Appr to Br across Laguna De Santa Rosa	2.2	8/14/58	Reichhold & Jurkovich & Lee J. Immel	Grade & PMS on UB	233,387	12,400	*245,787
59-4SDC4-P	Son	FAS 786		Woolsey & Trenton Rds, bet 5.5 & 4.2 Mi Wly of Hwy US 101	1.2	11/ 7/58	Reichhold & Jurkovich	Grade & PMS on UB	139,945	6,800	*146,745
58-4DDC16-P	Son	FAS 878		Lakeville Rd bet 5.2 Mi Sly of State Rte 104 & State Rte 104.	3.7	8/14/57	John P. Stegge.....	Grade & PMS on CTB.....	161,718	17,000	*178,718
59-4DDC23-P	Son	FAS 1218		Madrone Rd, bet 0.5 mi E of Arnold Dr & State Rte 51	0.5	8/25/58	Franklin W. Serres	Grade & PMS on UB	48,041	2,000	*50,041
	Son			Various Locations				Minor Improve (DL & Contract)	27,303	799	28,102
60-10TC6	Sta,Mer	4,122, 123	Var	See Merced County							
59-10TC15	Sta	13,66	Okdl	At Intrs of F St & Yosemite Ave.....		6/26/58	Collins Electrical Co., Inc...	Signals & Lights.....	12,389	1,200	*13,589
59-10TC18	Sta	66	A,Okdl	Bet Stanislaus Riv Br & "F" St in Oakdale	0.8	7/28/58	Standard Materials, Inc.	Grade & PMS on UB	45,520	11,000	*56,520
59-10TC8	Sta,S.J, Mer	Var	Var	See Merced County.....							
59-10DDC23-P	Sta	FAS 914		Albers Rd across Dry Cr	1.0	11/18/58	Thomas Const. Co.	Grade, PMS on UB, RC Br & Widen RC Br	149,484	4,000	*153,484
58-10DDC18-P	Sta	FAS 1226		East Modesto Rd bet Service & Hatch Rds.....	2.0	11/18/57	Claude C. Wood Co.....	Grade, PMS on UB & Drainage...	141,398	9,500	*150,898
	Sta			Various Locations				Minor Improve (DL & Contract)	3,724	0	3,724
59-3TC16	Sut,Yub	232	A	Bet 0.2 mi S of Bear Riv & Grand Ave	10.9	7/ 2/58	Lester L. Rice & Sons, Inc.	Grade & PMS on UB	228,108	20,725	*248,833
57-14BDC4-F	Sut	FAS 926		On Garden Hwy across Feather Riv at Nicolaus.....		11/21/56	C. K. Moseman.....	Grade & RC Br.....	1,976,721	55,000	*2,031,721
58-3BDC3-F	Sut	FAS 926		On Garden Hwy bet 0.3 Mi S Ely & 0.2 Mi N Wly of Br across Feather Riv near Nicolaus.....	0.5	7/29/57	Baldwin Contg Co Inc.....	PMS on UB, Appr & RC Br.....	105,789	5,618	*111,407
59-3DDC20-P	Sut	FAS 926		Drescher Rd bet El Centro Blvd & Garden Hwy	3.8	9/24/58	Frederickson Bros.	Grade & PMS on UB	312,082	2,600	*314,682
	Sut			Various Locations				Minor Improve (DL & Contract)	1,246	197	1,443
59-2TC22	Teh	7	Cng	In Corning bet Thomes Ave & Sixth St		5/ 7/59	Trinity Const. Co.	PMS on UB	10,024	1,786	*11,810
58-2TC2	Teh	29	B	Bet 1.5 mi E of Lassen Camp & Mineral.....	4.9	1/ 2/57	Stolte Inc.....	Grade, PMS on CTB, Stl & RC Br	1,194,678	134,022	*1,328,700
59-2TC5	Teh	86,83,29	A,C	Bet Mineral & Rte 47.....	17.0	4/25/58	Lester L. Rice & Sons, Inc....	PMS.....	144,018	13,061	*157,079
58-14DDC34-P	Teh	FAS 1078		On Gardener Ferry Rd across overflow channels SW of Vina..		3/19/58	S & R Construction.....	RC Br & Widen 3 RC Br.....	51,425	6,000	*57,425
58-14DDC39-P	Teh	FAS 1079		Tehama-Vina Rd, across two overflow channels NW of Los Molinos.....		6/16/58	S & R Construction.....	2 RC Br.....	49,631	4,000	*53,631
59-2DDC27-P	Teh	FAS 1079		Tehama - Vina Rd, bet the Sacramento Riv & US Hwy 99E near Los Molinos	0.9	9/24/58	Baun Const. Co.	Grade & PMS on UB	107,011	8,467	*115,478
59-2SDC4-P	Teh	FAS 1081		On Long Rd bet 0.6 mi NE of Dales & 4.0 mi NE of Dales	3.4	10/14/58	Stephen L. Vistica & Son, Inc.	Grade & Stl Ct on UB	148,093	14,364	*162,457
59-14DDC40-P	Teh	FAS 1081		Manton Rd across South Fork of Battle Cr, 6.9 mi W of Manton		7/17/58	Thomas Const. Co.	RC Br	48,111	4,500	*52,611
	Teh			Various Locations				Minor Improve (DL & Contract)	1,940	0	1,940
59-2TC15	Tri	20	A	Bet 0.2 Mi W of Douglas City & Trinity Riv.....	0.3	6/19/58	Harold P. Hastings.....	Grade, PMS on UB & Drainage Facilities.....	68,148	8,511	*76,659
59-2BC85-F	Tri	20	F	2.2 mi W of Junction City		9/ 5/58	Trinity Const. Co.	Metal Bin-Type Retaining Wall & Restore Roadbed	16,591	813	*17,404
57-14TC25	Tri	35	A	Across Mad Riv 3 Mi E of Humboldt County Line.....	0.2	4/17/57	R. H. Douglas.....	Stl Br, Grade & Surface Apprs.	214,943	30,000	*244,943
58-1TC17	Tri,Hum	35	A;C,D	See Humboldt County.....							
59-2TC13	Tri,Sha	35,29, 20	Var	See Shasta County.....							
58-2DDC22-P	Tri	FAS 1089		Bet Weaverville & Browns Mountain, on Weaverville-Minersville Rd.....	6.3	4/15/58	M. W. Brown.....	PMS.....	112,801	12,361	*125,162
59-2BDC81-F	Tri	FAS 1089		Bet Weaverville & 2 mi E of Costa Ranch & bet 0.6 mi S of Coffee Cr & Davis Cr	1.0	9/29/58	M. W. Brown	Grade & PMS on UB	95,875	13,568	*109,443
	Tri			Various Locations				Minor Improve (DL & Contract)	4,089	0	4,089
58-6VC5	Tul	127	B	Bet Worth Rd & 4.5 Mi SW of Springville.....	6.4	8/12/57	Madonna Const Co.....	Grade, PMS on CTB & 2 Stl Brs.	1,715,914	178,181	*1,894,095
59-6VC3	Tul	127	B	Bet Hospital Rd, 1.8 Mi E of Porterville & Worth Rd.....	2.8	5/12/58	Dicco, Inc.....	Grade & PMS on UB.....	287,393	42,000	*329,393
59-6VC13	Tul	127	B	Bet Old Springville Hwy & 0.6 mi E of Worth Rd	2.3	1/ 6/59	Dicco, Inc.	PMS	10,464	500	*10,964
59-14VC10	Tul	127	D	26 mi E of Porterville, across the N Fork of Middle Fork of the Tule Riv		4/15/59	Chas. I. Cunningham Co.	Redeck Br	8,740	3,000	*11,740
58-6V5	Tul	127	E	Upper Control Station to Quaking Aspen Camp.....		4/24/58	Day Labor.....	Grade, surface & drainage.....	99,133	0	*99,133
59-6VC5	Tul	127,129, 134	Ptrv, Lnsy	At Intrs of Main & Orange Sts in Ptrv & of Mirage Ave & Valencia St & of Hermosa & Sweetbriar Sts in Lnsy		8/14/58	Kaweah Const. Co.	Drainage Improvements	7,832	2,000	*9,832
59-6VC1-F	Tul	129	C,Lnsy	Bet Linda Vista Ave & Rte 134 at Hermosa St in Lindsay.....	7.9	2/ 5/58	Dicco, Inc.....	Grade, PMS on UB & RC Br.....	814,208	129,000	*943,208
59-6VC15	Tul	129	C	Bet Linda Vista Ave, 2 mi N of Porterville, & Strathmore	3.3	3/17/59	Dicco, Inc.	PMS	16,769	1,000	*17,769
59-6VC14	Tul	129	D	Lewis Cr, 4 mi NW of Lindsay		2/11/59	Smith - Wehner Co., Inc.	Drainage Facilities	4,174	1,000	*5,174
59-6VC4	Tul,Ker	129,132; 33,129	Var	See Kern County.....							
59-6VC9	Tul	130,131	A,A	Bet 4.5 mi E of Kingsburg & 1.5 mi E of Orosi	1.3	12/ 9/58	Fresno Paving Co.	Grade & PMS	31,872	3,600	*35,472
59-6VC10	Tul	130	A	Sand Cr 0.4 mi E of Orosi		12/ 9/58	Thomas Const. Co.	RC Box Culv, Grade & PMS on Appr	28,537	4,300	*32,837
59-6VC8	Tul	132	B	Bet 0.7 mi N of Visalia & Ave 312	0.3	10/29/58	Smith-Wehner Co., Inc.	Grade & PMS on UB	13,251	1,100	*14,351
59-6VC12	Tul,Ker	Var	B;A,Bkd	See Kern County							
59-6SDC1-P	Tul	FAS 579		On Rd 80, bet State Rte 10 & Ave 384, 3.25 mi S of Dinuba	11.0	11/ 3/58	Lester L. Rice & Sons, Inc.	Grade & PMS on CTB	355,936	10,100	*366,036
59-6DDC30-P	Tul	FAS 941		Ave 232 bet Kings Co Line & the City of Tulare	9.2	11/ 3/58	L. B. Wells Const. Co.	Grade & PMS on CTB	387,070	4,700	*391,770
59-6DDC27-P	Tul	FAS 1126, 1128		On Rd 152 bet Ave 144 & Ave 168; 2 mi W of Woodville & on Ave 152 bet Rd 152 & Rd 192, 7 mi W of Porterville	8.0	7/30/58	Madonna Const. Co.	Grade & PMS on CTB	332,311	4,700	*337,011
59-6DDC37-P	Tul	FAS 1126, 1128		Rd 152 bet Ave 112 & Ave 144; & Ave 152 bet US 99 at Tipton & Rd 152	8.4	3/ 6/59	L. B. Wells Const. Co.	Grade & PMS on CTB	278,727	4,700	*283,427

COMPLETED CONTRACTS - Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Const. Cost	Const. Engr.	Total
58-6DDC20-P	Tul	FAS 1134		Frazier Valley Rd bet Co Rd 276 NE of Porterville & State Rte 127	5.7	8/12/57	Schall & Farrell	Grade & RMS on CTB	311,780	1,600	*313,380
59-14DDC41-P	Tul	FAS 1137, 1143		County Rd 140 & Ave 280 at TID Canal, at Cameron Cr & at Deep Cr near Farmersville		8/ 6/58	Kaweah Const. Co.	Widen 2 RC Br, Constr RC Br & RC Culv	57,582	1,600	*59,182
58-6DDC23-P	Tul	FAS 1140		County Rd 196 N of Exeter bet State Rte 10 & State Rte 133	6.0	3/14/58	L. B. Wells Const. Co.	PMS on CTB	202,964	3,800	*206,764
	Tul			Various Locations				Minor Improve (DL & Contract)	1,909	110	2,019
58-10TC14	Tuo	13	B	Bet 1 Mi W of Yosemite Jct & Montezuma Rd	3.9	7/ 3/57	Rockport Redwood Co.	Grade & PMS on CTB	607,531	100,000	*707,531
58-10TC18	Tuo	65	A	Bet 3.9 & 3.0 Mi NW of Sonora.	0.9	10/22/57	Thomas Const Co.	Grade & PMS on UB	123,273	46,000	*169,273
59-10TC14	Tuo,Cal	65,40, 13;65	Var	See Calaveras County							
59-10TC16-P	Tuo,Mer, Mpa,S.J	Var	Var	See Mariposa County							
59-10DDC20-P	Tuo	FAS 954		On Tuolumne - Sonora Rd, bet 0.6 mi Ely of Standard Rd & Ralph Sta	1.9	9/12/58	Fredrickson Bros.	Grade & PMS on CTB	267,620	28,270	*295,890
	Tuo			Various Locations				Minor Improve (DL & Contract)	6,042	0	6,042
59-7VC29-F	Ven,L.A	2	A,C	See Los Angeles County							
58-7VC7-F	Ven	2	B	Bet Conejo Grade Summit & 5th St in Camarillo	5.0	4/29/57	J. E. Haddock, Ltd.	Grade, PCC & PMS, RC OC, RC UC & 2 RC Brs	3,964,960	300,000	*4,264,960
58-14VC16	Ven	2	B	At Camarillo OH, bet 5th St & Somis Rd		6/ 5/58	J. E. Haddock, Ltd.	RC Ped OH	48,704	5,000	*53,704
59-7VC43	Ven	2	C	Bet Rose Rd - Ditch Rd Intrch & Saviers Rd - Vineyard Ave Intrch		10/23/58	L. K. Nelson	Chain Link Fence & Planting on Median	12,119	3,000	*15,119
59-7VA31	Ven	9	B	At Gabbert Canyon		5/27/59	Ventura Co. Flood Control Dist.	Improve Channel	5,500	0	*5,500
59-7VC54	Ven	79	C	Six mi E of Fillmore, Intrs of Telegraph Rd & Torrey Rd	0.3	2/ 3/59	B. H. Maland & Sons	Grade & PMS on UB	12,431	1,200	*13,631
59-14VC3	Ven	138	D,E	Various Locations, bet Tule Cr & Apache Canyon Cr		6/ 5/58	O. B. Pierson, Inc.	5 RC Br, Grade & RMS on IBM on Br Appr & deck 5 timber Br with Conc	197,998	29,000	*226,998
59-7VC9	Ven	151	B,C	Bet Chismahoo Cr & 0.4 Mi E of Santa Ana Cr	5.0	4/11/58	Clifford C. Bong & Co.	Grade, PMS & RC Br	1,761,130	160,000	*1,921,130
58-7VA2	Ven	151	Oji	On E Ojai Ave, Sarzotti Park Rd to Fox Canyon Barranca		11/12/57	Ventura Co Flood Control Dist.	Storm Drain	5,000	0	5,000
58-14VA3	Ven	151	SPa	At Tenth St, Grade Xing No BE-414.7		11/5 /57	Southern Pacific Co.	Flashing Signals	3,135	0	3,135
59-7VC13	Ven	155	B	On Moorpark Rd bet 0.5 Mi W of Read Rd & Tierra Rejada Rd	1.5	5/20/58	Robert R. Nye	Grade & PMS on UB	47,012	7,000	*54,012
59-7DDC8-P	Ven	FAS 1164		McGrath Blvd, bet SCL of Ventura & Pierpont Blvd	1.5	11/18/58	Paul V. Pollock & Son	Grade, PMS on UB & RC Br	162,243	4,500	*166,743
59-7SDC1-P	Ven	FAS 1164		On McGrath Blvd, bet West Fifth St & Oxnard Rd	2.0	11/25/58	Paul V. Pollock & Son	Grade, PMS on UB on IBM, Signals & Lights	178,463	3,000	*181,463
	Ven			Various Locations				Minor Improve (DL & Contract)	25,283	2,434	27,717
59-3TC34	Yol	6	C	West Capitol Ave Off-Ramp, E of Yolo Causeway & at Third St Off-Ramp to West Capitol Ave		2/25/59	Engineering Design Corp.	Stl Sign Strs & Sign Illum Systems	14,344	1,100	*15,444
58-3TC40	Yol	50	A,B	Bet 0.4 Mi N & 0.8 Mi S of Rumsey	1.2	6/ 2/58	Lange Bros.	Grade, Sl Ct to UB & Drainage Facilities	77,394	11,193	*88,587
59-3BC81-F	Yol,Col	50	A	Yolo Co, 1.3 mi N of Rumsey & in Colusa Co 1.0 mi N of the Yolo Co Line		9/ 8/58	Lange Bros.	Grade, PMS on IB & Stone Riprap on Slopes	25,496	1,930	*27,426
58-3TC41	Yol	50	D	Bet 5.1 Mi E of Rte 90 & 2.4 Mi W of Rte 7	1.6	6/ 2/58	A. Teichert & Son, Inc.	Grade, PMS on UB on ISubBM	105,713	14,107	*119,820
58-3TC32	Yol	50	E,F	Bet E side of Yolo Bypass & Broderick	3.9	2/27/58	Granite Const. Co.	Grade & PMS on CTB	258,203	21,412	*279,615
58-3TC25-Y	Yol	50	F	Bet 1.3 Mi & 2.7 Mi S of Kiesel	1.4	10/30/57	A. Teichert & Son Inc.	Grade & PMS on CTB	81,155	9,753	*90,908
58-3TC29-FI	Yol,Sol	90	B,A	See Solano County							
58-3TC42	Yol	99	A	Bet 6 Mi N of Solano Co Line & 0.1 Mi S of Babel Slough	5.8	6/ 2/58	Granite Constr. Co.	Grade Shldrs & Sl Ct on UB	130,749	6,253	*137,002
58-3TC36	Yol	99	B	In West Sacramento on Park Blvd, bet Stone Blvd & 11th St.	0.9	5/23/58	Brighton Sand & Gravel Co.	Grade & PMS on UB	17,950	2,100	*20,050
59-3DDC26-P	Yol	FAS 1157		On South Riv Rd bet Clarksburg & 2.7 mi S, & on Courtland Rd bet State Hwy Rte 99 & South Riv Rd	3.7	11/13/58	A. Teichert & Son, Inc.	Grade, PMS on UB & RC Br	284,053	4,000	*288,053
60-3TC5	Yol,Sac	Var	Var	See Sacramento County							
	Yol			Various Locations				Minor Improve (DL & Contract)	21,543	788	22,331
58-3TC37	Yub	3	B	Bet Olivehurst & Marysville	3.3	5/19/58	L. K. Nelson	Roadside Development	33,160	2,300	*35,460
60-3TC6	Yub	15	A	Bet 1.8 mi E of Marysville & Dry Cr	5.0	4/ 8/59	Baldwin Contg Co., Inc.	PMS & Sl Ct	37,270	1,156	*38,426
59-3T2	Yub	15	B	Dry Creek Br to Peoria Rd		6/24/58	Day Labor	Realign, widen & surface	74,519	0	74,519
59-3TC16	Yub,Sut	232	A	See Sutter County							
59-3DDC18-P	Yub	FAS 526		Bet 2.5 mi N of Browns Valley & Peoria Rd, on Marysville Rd	2.2	7/11/58	Thomas Const. Co.	PMS on UB	131,014	2,000	*133,014
59-3SDC7-P	Yub	FAS 526		On Willow Glen Rd, bet 3.2 mi SW of Frenchtown Rd & Frenchtown Rd	3.2	10/22/58	Baldwin Contg. Co., Inc.	PMS	32,566	500	*33,066
	Yub			Various Locations				Minor Improve (DL & Contract)	2,649	291	2,940

INCOMPLETE CONTRACTS

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
60-4TC22	Ala	5	E	Bet 4 mi E & 11 mi E of Livermore	6.9	6/17/59	A. Teichert & Son, Inc.	PMS & Traffic Bars	150,763
59-4TA10	Ala	5	Fmt	At Mayhew Cr		3/ 4/59	Alameda County Flood Control & Water Conservation Dist.	Drainage Facilities	3,255
60-4TC23	Ala	5,228	G,A	Near Hayward, bet Center St & Rte 69	3.8	6/17/59	The Justice Co.	Roadside Development	90,480
60-4TC18	Ala	5,69	Oak,Emv	Near SF - Oakland Bay Br Distribution Str & San Pablo Ave OC	1.7	6/ 3/59	Gallagher & Burk, Inc.	PMS on CTB, UB & Drainage Facilities	92,680
59-4TC8-FIPD	Ala,C.C	69,7	Alb,Rch	Bet 0.3 Mi S of El Cerrito OH in Albany & Jefferson Ave in Richmond.....	2.5	4/ 8/58	Piombo Const. Co., M & K Corp. & Connolly-Pacific Co.....	Grade,PMS on UB & CTB, PCC on CTS, Widen RC OH, 2 RC UC & Ped RC OC.....	5,582,913
60-4TC7	Ala	69	Hay,D	Hayward, bet 0.6 mi S of Tennyson Rd & 0.4 mi N of Jackson St	2.1	4/ 8/59	The Justice Co.	Roadside Development	72,114
59-4TC63	Ala	69	Oak	Bet Market St & Distribution Str	2.1	12/12/58	The Justice Co.	Roadside Development	56,811
60-4TC13	Ala,C.C	75	Oak,A	In the Broadway Low Level Tunnel at the ECL of Oakland		5/13/59	M. Williams & Sons, Inc.	Clean & Paint Traffic Bores	47,423
59-4TA14	Ala	105	SLn	At Various Locations		6/ 5/59	City of San Leandro	Drainage Facilities	15,000
60-4TC6	Ala	227	Oak	Bet Lincoln Ave & 0.6 mi S of Carson St	1.6	3/26/59	Frederickson & Watson Const. Co., Ransome Co.	PMS on CTB & UB, 4 RC Ret Walls	1,088,535
60-4TC10	Ala	227	Oak	In Oakland bet Park Blvd & S of Lincoln Ave		4/28/59	Gravelle & McConnell, Inc.	Roadside Development	19,009
	Ala			Various Locations				Minor Improve (DL & Contract)	7,404
60-10TC11	Alp	24,23	G;C,D	Bet 6.8 mi S & 0.6 mi N of Markleeville	7.4	6/10/59	Delta Const. Co.	Sl Ct	13,864
60-10TC8	Alp,Ama	34	A,H	See Amador County					
59-10SDC7-P	Alp	FAS 1288		On Blue Lakes Rd bet State Hwy Rte 34 & Hope Valley Camp Grounds	1.5	11/20/58	John L. Savage Const. Co.	Grade & IBM	39,200
	Alp			Various Locations				Minor Improve (DL & Contract)	0
60-10TC10	Ama,S.J, Cal	5,65,97	Var	See San Joaquin County					
60-10TC8	Ama,Alp	34	H,A	Bet Carson Spur & 0.2 mi E of Alpine Co Line	2.1	6/ 3/59	Garey Bros Const. Co.	PMS on UB	430,000
	Ama			Various Locations				Minor Improve (DL & Contract)	0
60-3TC10	But	3	Chc,D	Bet Big Chico Cr in Chico & 0.3 mi N of Lindo Channel	1.6	5/18/59	A. Teichert & Son, Inc.	Grade, PMS on CTB, Widen Br, Signals & Lights	529,700
57-3TC38-PY	But	21	B	Bet Wick's Corner 6 Mi N of Oroville & Jarbo Gap.....	13.3	5/29/57	McCammon-Wunderlich Co & Wunderlich Contg Co.....	Grade 2.6 Mi of RR Rd bed, grade & PMS on CTB for Hwy, 2 RC Brs & 2 Stl & RC OH.....	9,456,122
59-3DDC24-P	But	FAS 528		On Clark Rd bet Clear Cr & Pearson Rd	6.8	11/19/58	Baldwin Contg. Co., Inc.	Grade & PMS on CTB	385,300
59-3DDC27-P	But	FAS 759		On Olive Hwy bet Ward Blvd & Wyandotte - Miners Ranch Rd	2.3	2/ 5/59	Rice Bros., Inc.	Grade & PMS	454,200
	But			Various Locations				Minor Improve (DL & Contract)	0
60-10TC10	Cal,Ama, S.J	5,65,97	Var	See San Joaquin County					
59-10TC25	Cal	24	E	Calaveras County bet Murphys & Arnold	0.9	6/15/59	I. L. Croft & Son, Inc.	PMS on CTB	47,203
59-10T2	Cal	24	G	Mile 2.55 to Mile 3.55		6/26/58	Day Labor	Surface & Drainage	25,000
59-10DDC21-P	Cal	FAS 1150		Murphys Grade, bet 1.0 mi NE of Altaville & 1.2 mi SW of Murphys	2.8	10/24/58	A. Teichert & Son, Inc.	Grade & PMS on CTB	345,000
	Cal			Various Locations				Minor Improve (DL & Contract)	0
60-3TC11	Col	7	A	Arbuckle, bet High School Rd & N of Gail Ave	0.9	5/13/59	Bernard Gayman	Roadside Development	36,824
	Col			Various Locations				Minor Improve (DL & Contract)	0
59-4TA15	C.C	7	B	Valona Slide area near Crockett		6/11/59	Southern Pacific Co.	Horizontal Drains	12,500
59-4CBC3	C.C	7	D,A	Near Crockett, bet Grand View Ave & Pomona St	0.2	4/22/59	Gallagher & Burk, Inc.	Grade & PMS on CTB	114,391
59-4TC8-FIPD	C.C,Ala	7,69	Rch,Alb	See Alameda County.....					
60-4TC5-FI	C.C	7	Var	Bet Ridge Rd & Crockett	8.9	3/24/59	Watkin & Sibbald	Roadside Development	36,060
59-4TA5	C.C	14	ECr	On Cutting Blvd		9/23/58	City of El Cerrito	Storm Sewer	3,800
59-4TA8	C.C	14	ECr	Carlson Blvd to Waldo Ave		1/20/59	City of El Cerrito	Lights	4,700
59-4TA7	C.C	69	Rch	At South 25th St		1/20/59	City of Richmond	Improve Intrs	2,619
58-4TC17-FI	C.C	75,107	A,W1C;W1C	Bet 0.3 Mi E of Pleasant Hill Rd & Walden Rd with Conn to Rte 107 at Crest Ave.....	4.5	6/ 5/57	Chas. L. Harney, Inc.....	Grade, PCC on CTS & PMS on CTB, 7 RC UC, Stl UC, Stl OC, Stl Sep, RC Sep, RC OC, RC OH & 3 RC Brs.....	8,521,375
59-4TC36-F	C.C	75	A	Bet 0.3 mi E of Orinda Hwy & 0.8 mi E of Sunnybrook Dr	2.0	7/30/58	Gordon H. Ball, Gordon H. Ball, Inc., and Ball & Simpson	Grade, PMS on CTS, PMS on CTB, RC OC, RC UC, Stl Sign Str, Lights & Illum Signs	3,991,624
59-10T5	C.C,Sol	75	Mtz,A, Ben	Martinez - Benicia Ferryboat		3/ 6/59	Day Labor	Repairs & Replacements	22,000
60-4TC13	C.C,Ala	75	Oak,A	See Alameda County					
59-4TA9	C.C	75	W1C	Near the Sacto Northern RR		1/22/59	City of Walnut Creek	Culv	5,000
59-4TA4	C.C	107	A	Near Hillgrade Ave		9/19/58	Contra Costa County Storm Drainage Dist.	Storm Drains	3,300
59-4BDC83-F	C.C	FAS 609		5 mi SEly of Clayton, on Marsh Cr Rd, bet 4.9 mi E of Ygnacio Valley Rd & Sycamore Rd		4/23/59	J. E. Douglass	Grade, UB,PMS, Drainage Facilities, & Ret Wall	55,000
59-4BDC85-F	C.C	FAS 794		On San Pablo Dam Rd & on Moraga Hwy, bet Glorietta Blvd & La Honda Rd		5/22/59	Oscar C. Holmes, Inc.	Remove Slides, & Drainage Facilities	124,700
59-4BDC86-F	C.C	FAS 794		San Pablo Dam Rd at the NEly City Limit of San Pablo	0.1	6/11/59	Lee J. Immel	Remove Slide, & Drainage Facilities	31,400
59-4BDC82-F	C.C	FAS 795		On St Mary's Rd, 0.3 mi NE of Bollinger Canyon Rd, 5 mi W & S of Walnut Cr		4/20/59	McGuire & Hester	Restore Roadway & RC Culv	44,600
59-4BDC87-F	C.C	FAS 797, 796,800		On Pomona St near Crockett, Pleasant Hill Bypass near Withers Ave & on Ygnacio Valley Rd 1.5 mi NE of Oak Grove Rd	0.4	6/17/59	Antioch Paving Co., Inc.	Remove Slide Material, Grade, PMS & Drainage Facilities	28,000
	C.C			Various Locations				Minor Improve (DL & Contract)	0

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
60-1TC8	D.N	1	A,B	Bet 0.7 mi S of Wilson Cr & 0.1 mi N of Cushing Cr, 5 mi S of Crescent City	1.1	6/ 4/59	Arthur B. Siri, Inc.	Grade & PMS on CTB	218,628
60-1TC4	D.N	71	B	Lopez Cr, 17 mi N of Crescent City		5/20/59	J. J. Tracey	RC Box Culv & PMS on UB	24,554
59-14DDC51-P	D.N	FAS 1297		On Middle Fork Gasquet Rd across Middle Fork Smith Riv		6/25/59	Peter Kiewit Sons' Co.	Stl & RC Br	77,600
	D.N			Various Locations				Minor Improve (DL & Contract)	2,915
59-3TC42	E.D	11	C	SPRR Xing, 4 mi W of Placerville		6/22/59	P. J. Moore, Inc.	PMS on UB on Auxiliary Lanes	15,000
60-3TC7	E.D	11,38	J,K,B	Bet Mays & Globins	2.9	4/10/59	Harms Bros.	Grade, PMS on CTB & Widen 2 Br	413,254
60-3TC13	E.D,Pla	38	Var	Bet 7.9 mi N of Tahoe Valley & 5.5 mi N of Tahoe City	22.7	6/ 2/59	Clements Const. Co.	PMS	190,108
59-3BDC81-F	E.D	FAS 1187		Lotus-Coloma Rd at Indian Cr 5 mi N of Shingle Springs		6/15/59	Wm. Gross Contg. Co.	Plate Culvert	9,100
	E.D			Various Locations				Minor Improve (DL & Contract)	0
59-6TC16	Fre	4	B,Fre	Fresno, at Jensen Ave, East Ave & Church Ave		4/14/59	J. H. Robinson Electric	PMS on UB, Signals & Lights	41,841
59-6TC10-F	Fre,Mad	4	C,A	Bet 0.4 mi S of Clinton Ave & 0.2 mi N of Madera Co Line	7.7	10/ 3/58	Griffith Co.	Grade, PCC on CTS, PMS on UB & CTB, 4 RC OC, RC OH, RC UC & RC Br	3,510,807
59-6TC19	Fre	4	C,Fre	In Fresno, bet Dry Cr Canal & West Ave	1.0	6/25/59	Shawn Co.	Median Development	10,272
59-6TC15	Fre	4	Fre,C	Bet San Joaquin St & Dry Cr Canal		4/ 8/59	Shawn Co.	Roadside Development & Watering System	89,592
59-6TC17	Fre	4	Fre	Bet Cherry Ave & San Joaquin Ave	1.8	6/ 3/59	Shawn Co.	Roadside Development	127,128
59-6TA2	Fre	125	Fre	At Ventura St		5/20/59	City of Fresno	Signals & Lights	6,375
59-6TA1	Fre	131	Kngb	Eighteenth St to ECL		8/21/58	City of Kingsburg	Widen & Surface	4,887
59-6DDC29-P	Fre	FAS 561		On Shaw Ave bet Van Ness Blvd & Blackstone Ave	2.3	10/21/58	Max M. Hayden, Rvr, Est. of Stewart & Nuss, Inc., Dr.	Grade, PMS on UB, Drainage Facilities, Signals & Lights	377,400
	Fre			Various Locations				Minor Improve (DL & Contract)	0
	Gle			Various Locations				Minor Improve (DL & Contract)	0
59-1BC85-F	Hum,Men	1	A,B; J,K	See Mendocino County					
59-1T2	Hum	1	A	1.2 mi N of Mendocino Co Line to 5.6 mi S of Garberville (portions)		3/ 9/59	Day Labor	Culvs	12,000
59-1TC13	Hum	1	C	At Mowry Creek	0.2	9/17/58	John W. J. Petersen, Inc.	RC Arch Culv, Embankment, & Drainage Facilities	131,415
60-1TC9-F	Hum	1	C	Bet Myers Flat & 0.6 mi S of Dyerville	7.5	6/29/59	Morrison-Knudsen Co., Inc.	Grade, PMS on UB & CTB, Drainage Facilities, 2 RC UC & 2 RC OC	1,512,194
59-1BC87-F	Hum	1	D	Greenlaw Cr, 6 mi S of Scotia		6/23/59	Mercer, Fraser Co. & Mercer, Fraser Gas Co., Inc.	RC Br, Grade & PMS on Appr	104,602
60-14TC9-F	Hum	1	E	Bet 0.4 mi S & 0.2 mi N of S Scotia Br 3 mi S of Scotia	0.7	5/22/59	Erickson Phillips & Weisberg-Arthur B. Siri, Inc.	Stl & RC Br, Grade, PMS on CTB & UB on Br Appr	1,046,209
59-1TA1	Hum	1	F,Fta,G	Rte 35 to Fortuna		10/22/58	County of Humboldt	Const Levee	200,000
59-1TC12-F	Hum	1	I	Bet 1.3 mi S & 0.3 mi N of Mad Riv	1.6	9/11/58	Mercer, Fraser Co., Inc. and Mercer, Fraser Gas Co., Inc.	Grade, PMS on UB & CTB 3 RC Br & Portion of RC Br	848,351
60-1TC2-F	Hum	1	I,Trnd, J	Bet Little Riv & 0.2 mi N of Trinidad	3.7	3/20/59	John Delphia, Fred J. Early Jr. Co., Inc. & L. A. & R. S. Grow	Grade, PMS on CTB, 2 RC UC & RC OC	2,443,494
59-1TC7-F	Hum	1	Fta,G	Bet Fortuna & 0.8 Mi N of Fernbridge.....	3.2	6/16/58	Norman I. Fadel, Inc.....	Gr, PMS on CTB & UB.....	1,295,342
59-14TC7	Hum	20	B	On New Alignment of Rte 20, 24 Mi E of Arcata		6/ 2/58	Tom Hull.....	RC Arch Culv.....	178,238
59-1T1	Hum	35	A	7.10 Mi to 7.25 Mi E of Alton		10/20/58	Day Labor	Const grade raise	4,900
59-15DC2-P	Hum	FAS 970, 971,975		On Elk Riv Rd bet 1.0 mi S & 2.5 mi S of Eureka on Kneeland Rd bet Freshwater & 2.8 mi Ely, & on Rohnerville Rd bet 3.9 mi S Ely of Fortuna & Hydesville	5.1	11/25/58	Mercer, Fraser Co. and Mercer, Fraser Gas Co., Inc.	PMS on UB & Drainage Facilities	167,900
59-1BDC7-F	Hum	FAS 977		On Briceland-Thorne Rd, bet 8.0 mi & 8.6 mi W of Redway, 60 mi Sly of Fortuna	0.5	10/27/58	John Burman & Sons	Grade, UB & Drainage Facilities	76,800
59-1BDC8-F	Hum	FAS 977		On Briceland - Thorne Rd bet 5.5 mi Ely of Shelter Cove Rd & Wly Boundary of Redwoods State Park 2 mi W of Redway	1.7	12/ 2/58	John Burman & Sons	Grade, UB & Drainage Facilities	153,900
58-1DDC9-P	Hum	FAS 1201		Bet 0.8 Mi S of Eureka CL & Falk Rd on Walnut Dr & Ridgewood Heights Dr.....	3.6	11/26/57	Arthur B. Siri, Inc.....	Grade, PMS on UB & Sl Ct.....	478,500
59-14BDC17-F	Hum	FAS 1204		Across McMahon Cr, 17.8 mi S of Bridgeville	0.3	10/28/58	R. H. Douglas	Grade Appr & RC Br	65,600
60-14DDC50-P	Hum	FAS 1204		On Alderpoint Rd, at Burr Cr 4.3 mi S of Bridgeville	0.2	6/17/59	Al Erickson & Co.	Stl Br, Appr & Access Rd	86,600
	Hum			Various Locations				Minor Improve (DL & Contract)	1,804
60-11VC3	Imp	26,27, 187	Var	Bet Rte 12 in El Centro & Main St in Brawley, bet Alamo Riv & 0.1 mi E of Holtville, & bet Alamorio & Brawley	26.5	4/23/59	B. J. Ukropina & T. P. Polich	PMS	98,889
60-11VC2	Imp	187	B	Bet Rte 27 & 1.2 mi S of Sandia	4.3	3/16/59	Rice Brothers, Inc.	Gr, PMS & RC Br	622,357
59-14VA1	Imp	187	D	At Calipatria Grade Crossing		7/21/58	Southern Pacific Company	Flashing Lights	4,000
	Imp			Various Locations				Minor Improve (DL & Contracts)	0
59-9SDC3-P	Iny	FAS 1071		On Pine Cr Rd bet Rovana & U.S. 395	4.0	11/21/58	Bishop Engineering & Const., Inc.	RMS & Shldrs.	47,700
59-9DDC9-P	Iny	FAS 1243		On South Lake Rd bet 3.3 Mi N of South Lake & Jct of State Rte 76	4.1	11/19/58	R. R. Hensler, Inc.	Grade & RMS	355,500
	Iny			Various Locations				Minor Improve (DL & Contracts)	825
58-6VC14-FI	Ker	4	A,B	Bet Fort Tejon & 2.1 Mi N of Grapevine Station.....	6.6	4/17/58	Guy F. Atkinson Co.....	Gr, PCC on CTS, PMS on CTB & UB, RC OC & 2 RC UC.....	7,563,188
59-6VC18-FI	Ker	4	B	Bet 2 mi N of Grapevine Sta & Sandrini Rd	12.3	5/15/59	Guy F. Atkinson Co.	Grade, PCC on CTS, PMS on UB, Truck Scales, Scale House, RC Sep & RC OC	2,113,413
59-6VA1	Ker	4	Bkd	At Truxton Ave		3/19/59	Greater Bakersfield Separation of Grade Dist.	Gr Sep	231,000
59-14VC9	Ker	4	McF	City of McFarland at Kern Ave		1/22/59	Affiliated Engineers-Contrs., Inc.	Stl & RC Ped OC	142,990
59-9VC8-F	Ker	23	C,D	Bet 0.5 mi N of Ittners & 2 mi N of Ricardo	3.7	3/26/59	R. R. Hensler, Inc.	Grade, PMS on UB, & RC Br	719,497
60-9VC1	Ker	23	E	Bet Inyokern Rd & Inyo Co Line	10.6	4/20/59	Dicco, Inc.	PMS	78,335
60-6TC2-P	Ker,Kin	33,125, 138	Var	Various Locations	42.6	5/ 6/59	Ralph B. Ellis	PMS	181,309

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
60-6VC2	Ker	57	A,Mcp, B	Bet SLO Co Line & 12.6 mi E of Maricopa	24.7	6/ 3/59	Griffith Co.	PMS	122,170
59-6VC11-F	Ker	58	D,E	10 mi E of Bakersfield, bet Tower Line Rd & Bear Mt Ranch	11.9	12/31/58	Griffith Co.	Grade, PCC on CTS, RC Br & 3 RC UC	5,898,858
60-9VC3	Ker	58	E,F	Bet Bear Mountain Ranch & WCL of Tehachapi	14.4	4/22/59	Ralph B. Ellis	PMS	111,350
60-9VC2	Ker	58	G	Bet 7.1 mi NW of Mojave & Mojave	6.5	4/21/59	I. L. Croft & Son, Inc.	PMS & Fences	140,183
59-6VC17	Ker	58	I	Bet 2.1 mi E of San Luis Obispo Co Line & 3.8 mi W of McKittrick		5/ 7/59	Hi-Way Contrs., Inc.	Drainage Facilities	29,228
59-6VC16	Ker	58	J,K	Bet Buttonwillow Ave & Mirasol Ave in Buttonwillow	0.5	4/21/59	Griffith Co.	Grade & PMS on UB	69,049
59-6DDC35-P	Ker	FAS 885		On Alfred Harrell Hwy bet 0.7 Mi E of Mount Vernon Ave & Hart Memorial Park	3.7	11/25/58	R. A. Westbrook, Inc and Morrison-Knudson Co., Inc.	Grade, PMS on CTB & 2 RC OC	632,000
	Ker			Various Locations				Minor Improve (DL & Contract)	9,865
60-6TC2-P	Kin,Ker	Var	Var	See Kern County					
	Kin			Various Locations				Minor Improve (DL & Contract)	0
59-14TC25-Y	Lak	15	A	Middle Cr, 0.3 mi W of Upper Lake	0.3	4/28/59	John M. Ferry	Grade, PMS on UB & RC Br	208,220
60-1TC5	Lak,Men	15,89,48	Var	Bet Rte 49 & Colusa Co Line, bet Lakeport & Upper Lake, bet Boonville & McDonald	20.0	5/20/59	Lester L. Rice & Sons, Inc.	PMS	123,658
60-1TC6	Lak	89	D	Bet Lower Lake Rd & Kelseyville	4.0	6/ 2/59	Baun Const. Co., Inc.	Grade, Sl Ct on UB & Drainage Facilities	370,042
	Lak			Various Locations				Minor Improve (DL & Contract)	0
60-2TC7	Las	29	B,Susv, C	Bet 9.3 mi W of Susanville & Johnstonville	14.9	6/17/59	Thomas Const. Co. & Smith-Wehner Co., Inc.	PMS	121,884
59-14TC26	Las	29	C	Susan Riv Br, 3.4 mi E of Susanville	0.2	5/14/59	Holcomb & Saxton Const. Co.	Grade, PMS on UB on Appr & RC Br	60,640
59-2DDC25-P	Las	FAS 1232		On Feather Lake Hwy, bet 17.2 mi NW of Susanville & 0.2 mi SE of Pine Cr	9.4	7/ 2/58	Sierra Const. Co., Inc.	Grade & Drainage Facilities	170,800
	Las			Various Locations				Minor Improve (DL & Contract)	0
60-7VC6-F	L.A,Ven	2	C;A,B	Bet WCL of LA & 0.3 mi E of Cheseboro Rd & bet 1.7 mi E & 2.6 mi W of Newbury Park	10.3	4/23/59	Griffith Co.	PMS on CTB	573,659
59-7VC18-FIPD	L.A	2,158	LA	On Ventura Frwy, bet Lankershim Blvd & San Diego Frwy, & on San Diego Frwy bet 0.3 Mi S of Mulholland Dr & Ventura Frwy	4.5	6/26/58	Peter Kiewit Sons' Co.....	Grade, PCC on CTS, PMS on CTB & UB, 3 Stl Br, RC OC, 8 RC UC, 2 RC Br, & 3 Ped RC UC.....	8,898,472
59-7VC32-FI	L.A	2	LA	In LA on the Ventura Frwy, bet 0.3 mi E of Encino Ave & Kelvin Ave	3.9	8/26/58	Oberg Const. Corp. & Oberg Bros Const. Co.	Grade, PCC on CTS, Conc Ped OC, 8 RC UC & 6 RC Ped UC	5,618,278
59-7VA2	L.A	2	LA	At First St & at Fourth St		7/17/58	City of Los Angeles	Signals & Lights	5,000
59-7VA4	L.A	2	LA	At Kester Ave		8/14/58	City of Los Angeles	Signals & Chnlz	3,950
59-7VA13	L.A	2	LA	At Stern Ave		10/16/58	City of Los Angeles	Signals	4,200
59-7VA19	L.A	2	LA	Tujunga Ave to Wilbur Ave		12/15/58	City of Los Angeles	Pedestrian Signals	10,200
59-7VA37	L.A	2	LA	At Laurel Canyon Blvd		6/11/59	City of Los Angeles	Signals & Lights	7,500
60-7VC4	L.A	2	LA	Bet Lankershim Blvd & Pilgrimage Rd in Los Angeles	2.0	4/ 7/59	Valley Crest Landscape Nurseries, Inc.	Roadside Development	22,302
59-7VC59-FI	L.A	4	Brb,LA	On Golden State Frwy bet 0.4 mi E of Burbank Blvd & 0.2 mi W of Roscoe Blvd	4.1	3/ 2/59	B. J. Ukropina, T. P. Polich, Steve Kral & John R. Ukropina	Grade, PCC on CTS, 6 RC OC, 2 RC UC, RC OH, Channel & 5 RC Br	8,830,381
58-14VC10-FI	L.A	4	Gndl,Brb	Bet 0.3 Mi S of Alameda Ave & Burbank Blvd.....	1.6	11/18/57	Ukropina-Polich-Kral.....	Grade, PCC & PMS, Stl OH, Stl UC, 2 RC OC & 2 RC Brs.....	5,298,994
58-7VC41-FI	L.A	4,26	LA	Rte 4 bet 6th St & 0.2 Mi N of Mission Rd & on Rte 26 bet Macy St & Fickett St.....	3.1	3/12/58	Vinnell Co., Inc. & Vinnell Constructors.....	Gr,PCC on CTS, PMS on CTB, 2 RC Sep Str, 2 RC OH, Ped UC, 6 RC OC, 7 RC UC, & 11 RC Ret Walls.....	7,626,483
58-7VA13	L.A	4	LA	At Pierce St.....		6/11/58	City of Los Angeles.....	Signals & Lights.....	5,250
59-7VA10	L.A	4	LA	At Penrose St		9/23/58	City of Los Angeles	Signals & Lights	5,000
59-14VC14-FI	L.A	4	LA	Bet Mission Rd & 0.1 mi N of Pasadena Ave	1.2	7/11/58	J. C. Boespflug Const. Co. & J. L. McLaughlin	PCC on CTS, Stl OH, RC UC, RC & Stl Ped OC, 3 RC OC & RC Sep Str	3,040,515
59-7VA15	L.A	9	Cla	At Mountain Ave		11/ 6/58	City of Claremont	Widen	2,614
59-7VA21	L.A	9	LA	At Reseda Blvd		12/22/58	City of Los Angeles	Intersection Improvements	14,000
59-7VA27	L.A	9	LA	At Zelzah Ave		3/ 9/59	City of Los Angeles	Signals, Lights & Chnlz	14,200
59-7VA36	L.A	9	LA	At Scoville Ave		5/22/59	City of Los Angeles	Signals & Lights	5,350
59-7VA3	L.A	9	Pas	At Halstead St		7/22/58	City of Pasadena	Signals & Lights	6,000
60-7VC13-P	L.A	9,19	Pom	On Foothill Blvd at Garey Ave		6/29/59	McAmis & Baker	Chnlz, Lights & Signals	36,671
60-7VC12	L.A	60	A	On Cabrillo Hwy at Malibu Fishing Pier 10 mi W of Santa Monica		6/24/59	C. D. Draucker, Inc.	Signals & Lights	14,326
59-14VC5	L.A	60	LBch,F	Bet 0.3 mi N & 0.2 mi S of Alamitos Bay Br	0.5	9/15/58	W. F. Maxwell Co.	RC Br, Grade Appr & PMS on UB	329,689
59-7V4	L.A	60	LA	.2 mi Wly to Chautauqua Blvd		6/16/59	Day Labor	Const. Detour	36,000
60-7VC10	L.A	77	A,EMte	On Valley Blvd, bet Mission Dr & Esto Ave	1.2	5/22/59	Sully-Miller Contg. Co.	PMS, Grade & PMS on CTB	168,624
59-7VA33	L.A	77	Alh	At Granada Ave		4/22/59	City of Alhambra	Signals & Lights	5,000
59-14VA3	L.A	79	B	At Newhall Grade Crossing		9/22/58	Southern Pacific Co.	Light Signals	2,600
59-7VA20	L.A	156	LA	At Roscoe Blvd		12/17/58	City of Los Angeles	Signals & Lights	4,000
60-7VC7	L.A	157,9	LA	In LA on Foothill Blvd bet Sayre St & Vaughn St	2.0	5/ 5/59	Osborn Co.	Grade, PMS on UB & Widen RC Br	291,915
59-7VC42-FI	L.A	158	LA,B, C1C	On the San Diego Frwy bet Jefferson Blvd & 0.3 mi N of Venice Blvd	2.3	10/17/58	Guy F. Atkinson Co.	Grade, PCC on CTS, PMS on CTB & UB, 7 RC UC, RC OC & RC Br	5,257,473
59-7VA28	L.A	158	LA	Greenleaf St to Burbank Blvd		3/10/59	City of Los Angeles	Shldrs & Surfacing	15,250
59-7VA35	L.A	158	LA	Jefferson Blvd to Sepulveda Blvd		5/20/59	U.S. Corp of Engineers	Embankment	19,300
59-7VA8	L.A	158,164, 174	Var	Various Locations		8/15/58	City of Los Angeles	Modify Signals	18,000
59-7VC72-P	L.A	161	Ada	In Arcadia, bet Michillinda Ave & Huntington Blvd	1.5	6/ 8/59	Osborn Co.	Grade, PMS on CTB, Chnlz, Signals & Lights	53,487
57-7VA19	L.A	161	L.A	At Ledge Avenue.....		4/16/57	City of Los Angeles.....	Signals, Lights & Chnlz.....	6,060
59-7VA11	L.A	162	LA	At Cole Ave		9/22/58	City of Los Angeles	Signals & Lights	3,700
59-7VA17	L.A	162	LA	At Federal Ave		11/ 6/58	City of Los Angeles	Lights	4,000
60-7VC9	L.A	162	LA	Bet Fletcher Dr & Verdugo Rd, in LA	1.3	5/18/59	Moulder Bros.	Roadside Development & Watering System	96,850

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
59-7VC39-FPD	L.A	165	LA,A	Bet 0.5 mi S of 190th St & 0.2 mi N of 124th St	4.8	9/26/58	Ukropina-Polich-Kral	Grade, PCC on CTS, 9 RC UC, 5 RC OC, Conc Br, RC Sep, Stl UP & 10 RC Ret Walls	8,088,608
59-7VA14	L.A	165	LA	At 112th St & 111th Place		10/10/58	City of Los Angeles	Relocate Signals	3,550
59-7VA26	L.A	165	LA	At Palm Dr Off-Ramp (Northbound) & Adams Blvd		2/ 6/59	City of Los Angeles	Signals	2,500
59-7VA29	L.A	165	LA	On Figueroa St, 88th St to 120th St		4/ 2/59	City of Los Angeles	Surfacing	12,000
59-7VA30	L.A	165	LA	At ramps to Vernon, Florence & Slauson Aves		4/ 3/59	City of Los Angeles	Signals & Lights	36,000
60-7VC3	L.A	167	A,LBch	On Long Beach Frwy at Long Beach Blvd		3/16/59	Coastate Builders	PMS on UB on Off-Ramp & RC UC	41,521
59-7VC57-FI	L.A	167,166, 26	Var	Bet 0.1 mi S of Santa Ana Frwy & 0.2 mi N of San Bernardino Frwy on Long Beach Frwy	3.7	2/17/59	Webb & White, R. B. Potashnick & W. J. Disteli	Grade, PCC & PMS on CTB, Stl Sep, 2 RC Sep, 4 RC UC, 2 Stl OC & 4 RC OC	6,651,516
59-7VC69	L.A	167	Var	On Atlantic Ave bet 0.3 mi S of Olive St & Florence Ave	6.1	6/ 2/59	G. J. Payne Co.	PMS & Sl Ct	69,324
59-7VC65	L.A	168,174	Dny	On Lakewood Blvd at Cecila St-5th St & on Firestone Blvd at Woodruff Ave, in Downey		5/ 8/59	C. D. Draucker, Inc.	Chnlz, Signals & Lights	38,821
59-7VA38	L.A	168	PRv	At Washington Blvd		6/11/59	City of Pico Rivera	Modify Signals	7,500
58-14VC13-FI	L.A	173	LA	On Santa Monica Frwy bet Oak St & Figueroa St.....	0.3	1/16/58	Webb & White.....	Grade, PMS on UB, 2 RC Sep Str, RC UC & Stl Br.....	1,599,651
58-14VC14-FI	L.A	173,4	LA	Across AT & SF RR, the LA River & UP RR.....		5/12/58	Peter Kiewit & Sons' Co.....	RC & Stl Br.....	3,788,322
60-7VC5-FI	L.A	173,2, 4	LA	In LA at the Rte 173, 2, 4 Intrch	2.0	4/ 6/59	Peter Kiewit Sons' Co.	Grade, PCC on CTS, PMS on CTB & UB, 33 RC Str & 20 Ret Walls	10,326,582
59-7VC28-FI	L.A,Ora	179	A,Wtm	Bet 0.1 mi W of Los Cerritos Channel & Knott Ave	5.5	8/14/58	Cox Bros. Const. Co. & J. E. Haddock, Ltd.	Grade, PCC on CTS & PMS on UB, 2 RC Br & RC OC	1,732,928
60-7VC11	L.A	Var	Var	Various Locations	12.3	6/ 2/59	Warren Southwest, Inc.	PMS	96,530
60-7VC14	L.A,Ora	Var	Var	Various Locations	23.1	6/29/59	Griffith Co.	PMS on UB	118,299
59-7DDC7-P	L.A	FAS 852		On Valley Blvd, bet Nogales St & Ferrero Lane	3.1	11/ 3/58	Griffith Co.	Grade & AC on UB	615,000
	L.A			Various Locations				Minor Improve (DL & Contract)	5,100
59-6TC10-F	Mad,Fre	4	A,C	See Fresno County					
60-6TC1	Mad	4	B,C	Bet Berenda & Califa	3.9	4/21/59	Madonna Const. Co.	PCC on CTS, Grade & PMS on UB	398,405
59-6TC18	Mad	124	Chw	On Robertson Blvd bet 8th St & Front St		5/29/59	K. "Joe" Fish	Conc Curbs, Sidewalks & Driveways	4,592
60-6TC3	Mad	125	A,B,C	Bet 1.5 mi N of Fresno Co Line & 3.4 mi N of Coarsegold	29.9	6/ 9/59	Griffith Co.	PMS	140,788
60-6TC4	Mad	125,126	B,C	Intrs of Rtes 125 & 126, 15 mi E of Madera		6/29/59	Thomas Const. Co.	Grade & PMS on UB on Lanes	10,163
	Mad			Various Locations				Minor Improve (DL & Contract)	0
59-14TC12-F	Mrn	1	C,Lksp, CMad	Bet 0.4 mi N of Greenbrae & 0.1 mi S of the Greenbrae OH	1.1	7/ 7/58	Dan Caputo Co., Dan Caputo, Cambrian Gateway	Grade, PMS on CTB on ISB, 2 RC Br & RC Ped OC	1,919,724
59-4TC14-F	Mrn,Son	8	A	Bet Rte 1 & 0.5 Mi W of Sears Point.....	6.7	5/ 5/58	Peter Kiewit Sons' Co.....	Grade, PMS on UB & exist surf, RC Br & RC UC.....	1,860,760
59-4TC47-F	Mrn	69	A,SRf	Bet Rte 1 & 0.4 mi E of Sir Francis Drake Blvd E	2.0	10/29/58	Gallagher & Burk, Inc.	Grade, PMS on UB & CTB, & RC UC	767,401
60-4TC11	Mrn,Son, Nap	Var	Var	Various Locations	26.4	5/ 6/59	Reichhold & Jurkovich	PMS	147,191
59-14SDC6-P	Mrn	FAS 1278		Lucas Valley Rd across Miller Cr, 0.9 mi W of State Hwy Rte 1	0.1	11/21/58	Louis Bormolini & Son	RC Br & Grade Appr	52,000
	Mrn			Various Locations				Minor Improve (DL & Contract)	4,000
59-10T1	Mpa	65	B	Bear Valley to Bagby		7/ 1/58	Day Labor	Widen & Resurface	50,000
	Mpa			Various Locations				Minor Improve (DL & Contract)	0
60-1TC1-F	Men	1	G,H	Bet 0.9 mi S of Irvine Lodge & 0.8 mi N of Sherwood Rd, 15 mi N of Willits	4.9	3/17/59	Granite Const. Co.	Grade, PMS on CTB & UB, 4 RC Br	2,600,748
59-1TC1-F	Men	1	I	12 Mi Nly of Laytonville bet 0.2 Mi N of Farmhouse Inn & 1 Mi N of Tan Oak Park.....	2.8	3/ 6/58	Ball & Simpson.....	Grade, Pave & extend Culv.....	2,079,869
59-1BC85-F	Men,Hum	1	J,K; A,B	Bet 0.5 mi N of Lanes Flat & 0.9 mi S of Sylvandale	2.1	10/17/58	Granite Const. Co.	Grade, PMS on UB & Drainage Facilities	548,228
59-1BC84-F	Men	1,48	I,A	Bet 1.3 mi & 2.4 mi N of Sonoma County Line & bet 4.8 mi & 5.3 mi SE of Boonville	1.1	9/26/58	Stecker & Scott	Grade, PMS on CTB & UB, Drainage Facilities	412,311
60-1TC5	Men,Lak	15,89,48	Var	See Lake County					
60-1TC7	Men	56	C,D	8.4 mi S & 2.2 mi S of Albion		6/ 2/59	Al Erickson & Co.	2 Cattlepasses	19,463
59-14TC15	Men	56	FBg,F	Across Pudding Cr at Fort Bragg		9/ 5/58	Bos Const. Co.	RC Br & Appr	316,663
60-14TC7	Men	56	G	Hardy Cr, 22 mi N of Fort Bragg	0.1	5/ 7/59	Al Erickson & Co.	RC Br, Grade Br Appr & Pen Tr on UB	31,822
59-1BDC9-FP	Men	FAS 505		Longvale - Dos Rios - Covelo Rd, bet Longvale & Dos Rios	3.0	2/25/59	Huntington Bros.	Grade, Drainage Facilities & Rock Slope Protection	566,450
	Men			Various Locations				Minor Improve (DL & Contract)	6,520
59-10TC24	Mer	41	DPls	In Dos Palos on Blossom St & Center Ave bet Elgin Ave & Valeria Ave	0.8	5/20/59	H. Sykes	Grade, PMS on UB & IB	51,055
59-10TA2	Mer	123	A	Vassar Ave		1/20/59	Merced Mosquito Abatement Dist.	Install Culv	2,400
59-10DDC22-P	Mer	FAS 914		On Lander Ave, bet 2.8 Mi N of Mercy Springs Rd & State Rte 122	9.8	11/18/58	M. J. Ruddy & Son	Grade & UB on IBM & 3 RC Br	629,000
	Mer			Various Locations				Minor Improve (DL & Contract)	0
59-2T3	Mod	28	B	2.1 mi W of Alturas		11/18/58	Day Labor	Loadometer Station	6,800
59-2DDC30-P	Mod	FAS 1253		Centerville Rd, bet 2.1 mi E of Toms Cr & 11.8 mi E of Canby	6.3	6/ 3/59	Wright Bros.	Grade & IBM	147,400
	Mod			Various Locations				Minor Improve (DL & Contract)	0
60-9VC4	Mno	23	I,J	Bet Bodie Rd & Point Ranch, 3 mi S of Bridgeport; bet Point Ranch, 3 mi S of Bridgeport & Sonora Jct	23.1	4/29/59	I. L. Croft & Son, Inc.	Grade, PMS on CTB & PMS	372,723
59-9SDC4-P	Mno	FAS 1257		On Rock Cr Rd, bet State Rte 23 & 2.0 Mi S	1.3	11/20/58	Bishop Engineering & Const., Inc.	Grade & RMS on IBM	68,800
	Mno			Various Locations				Minor Improve (DL & Contract)	0

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
59-5TC4-F	Mon	2	D,C	Bet 0.7 mi N of Soledad & 1.0 mi S of Gonzales	5.8	7/21/58	John Delphia & Fred J. Early Jr. Co., Inc.	Grade, PMS on CTB, 2 RC Br & Pumping Plant	1,567,537
60-14TC1-F	Mon	2	D	Bet 0.3 mi S of Salinas Riv & 1.2 mi N of Soledad	3.3	4/ 2/59	John Delphia & Fred J. Early Jr. Co., Inc.	Grade, PMS & AC on CTB & ACB, Stl & Conc Br, Sep Str, RC OH	2,002,822
59-5TC7	Mon	22,56	A,I	Jct of Rtes 22 & 56 in Castroville		4/23/59	Smith-Wehner Co.	Signals & Chnlz	21,718
60-5TC2	Mon,SBt	22,119,10	Var	See San Benito County					
60-5TC3-P	Mon,SLO	56	A,B,C	See San Luis Obispo County					
60-5TC4	Mon	56	A,D,E, F	Bet San Luis Obispo Co Line & 1 mi N of Big Sur Post Office	0.2	5/29/59	Stanton Biggs	Ret Walls, Stone Riprap, Grade & PMS on UB	213,700
60-5TC1	Mon	56	I	Bet Carpenter St & SCL of Monterey	0.9	1/ 6/59	Fisher & Stokes Const. Co.	Grade, PMS on CTB & RC Br	1,078,950
59-5TC6	Mon	118	Sal	Salinas, bet Main St & Monterey St	0.1	4/ 8/59	Marshall Electric Co	Chnlz & Signals	35,808
59-5DDC15-P	Mon	FAS 653		On San Miguel Canyon Rd bet US 101 & Strawberry Rd	2.2	2/26/59	Phil Calabrese Const. Co.	Grade & PMS on UB	213,300
	Mon			Various Locations				Minor Improve (DL & Contract)	0
60-4TC9	Nap	6	A,B	Bet 6 mi NE of Napa & Rte 102	1.7	4/22/59	Slinsen Const. Co.	Grade, PMS on UB, Widen 2 Br & Drainage Facilities	126,146
59-4TC77	Nap	6	Nap	On Silverado Trail at Third St, East Ave & Coombsville Rd		3/10/59	Del Monte Electric Co., Inc.	Traffic Island, Signals & Lights	14,098
59-4TC48	Nap	49	B	Bet 1.6 mi S & 1.1 mi N of Yountville	2.7	10/30/58	McCammon-Wunderlich Co. and Wunderlich Contg. Co.	Grade, PMS on CTB & RC Br	659,817
60-4TC11	Nap,Mrn, Son	Var	Var	See Marin County					
59-4DDC26-P	Nap	FAS 607, 1284		On Silverado Trail bet West Trancas Rd & Soda Canyon Rd & on Hardiman Ave bet Silverado Trail & 0.1 mi Ely		11/17/58	Syar & Harms	Grade, PMS on CTB & RC Br	289,100
	Nap			Various Locations				Minor Improve (DL & Contract)	0
60-14TC8	Nev	15	A	Across Slacks Ravine, 0.8 mi E of Yuba Co Line		5/ 6/59	Power - Mullin Const., Inc.	Repair RC Br	26,860
60-3TC12	Nev,Pla	15	D,A,E	Bet 19 mi E of Nevada City & Rte 37 N of Emigrant Gap	7.9	5/22/59	Granite Const. Co.	PMS & Sl Ct	85,267
59-3TC1-FIPD	Nev,Pla	37	B,F	See Placer County.....					
59-3TC3-FIPD	Nev	37,38	D,A	Near Truckee bet 1.4 Mi W of Jct Rtes 37 & 38 & 0.5 Mi W of Boca.....	8.8	1/ 2/58	Fredrickson & Watson Const Co & Ransome Co.....	Grade, PCC & PMS, RC OC, 2 Sep Strs, 4 RC UC, 1 Stl & RC OH, 2 Stl & RC Brs, 1 RC Br, Lights Signs & Scale House.....	8,138,574
59-3TC4-FIPD	Nev	38	A,B	Bet. 0.5 Mi W of Boca & 0.8 Mi E of Floriston.....	6.7	1/23/58	Isbell Const. Co., Granite Const. Co., Gordon H. Ball, Gordon H. Ball, Inc.....	Grade, PCC on CTS, PMS on CTB, 3 Stl Br, RC Br, RC UC, & RC OH.....	7,863,373
59-3TC9	Nev,Pla	38	C	See Placer County.....					
	Nev			Various Locations				Minor Improve (DL & Contract)	0
59-7VC7-FI	Ora	2	A,B	Bet 0.4 Mi S of Trabuco Cr & 0.3 Mi N of Niguel Rd.....	7.9	3/ 5/58	E. L. Yeager Co., E. L. Yeager Const. Co., Inc., Bert C. Altfillisch, Altfillisch Const. Co. & Lowe & Watson.....	4 RC Br, Stl OH & 3 RC UC, Grade & PCC on CTS.....	4,104,908
59-7VC70	Ora	2	B	Galivan Overhead		5/29/59	Hubbs Equipment & Const. Co.	Remove RC Br & Guard Railing	22,333
59-7VC73-P	Ora	2	Ful,F, LHb	Bet Rte 19 in Fullerton & Los Angeles Co Line	6.5	6/17/59	Sully-Miller Contg. Co.	Grade, PMS on CTB, Widen RC OH, Signals & Lights	1,296,688
60-7VC2-FI	Ora	2,60	SCle, A;C	Bet Avenida Ramona & 1.4 mi S of Rte 64, with Conn to Serra Jct	7.8	3/ 3/59	Guy F. Atkinson Co.	Grade, PCC on CTS, 4 RC OC, 6 RC UC & Sep Str	6,503,379
59-7VA25	Ora	60	NptB	At Marine Ave		1/20/59	Orange County	Signals, Lights & Chnlz	27,500
59-7V3	Ora	64	A	Mile 0.6 to Mile 1.6		5/20/59	Day Labor	Widen Pavement	6,000
59-7VC66-P	Ora	171,179	BPk,GGr, A,B	Hwy 39 at Crescent Ave, on Stanton Ave at Garden Grove Blvd & on Garden Grove Blvd at Brookhurst Way-Belfast Dr & at Harbor Blvd		5/13/59	Ed Seymour	Signals, Lights & Chnlz	65,934
59-7VA32	Ora	171	BPk	Commonwealth Ave to 4th St		4/ 7/59	City of Buena Park	Storm Drain	18,000
59-7VA9	Ora	171	Stt	South of Katella Ave		9/23/58	Orange County Flood Control Dist.	Install Culv	10,200
59-14VA6	Ora	175	B	North Anaheim Grade Crossing		4/ 7/59	Atchison, Topeka & Santa Fe Railway Co.	Signals	6,200
59-7VC34	Ora	175	Ana,Ful, B	Bet 0.4 mi W of Rte 2 & 0.1 mi E of Placentia Ave	2.7	9/19/58	Ukropina-Polich-Kral	Grade, PCC on CTS, PMS on CTB & UB, RC OC, Stl & RC OH, 2 Stl & RC UC Stl & RC Sep, & Stl & RC OC	2,609,025
59-7VC28-FI	Ora,L.A	179	Wtm,A	See Los Angeles County					
59-7VA16	Ora	184	SA	At 8th, 10th, 15th, 17th Sts & at Washington Ave		12/ 1/58	City of Santa Ana	Safety Lighting	2,750
59-7VA18	Ora	184	SA	Fifteenth St to Eighteenth St		12/ 1/58	City of Santa Ana	Grade	30,000
60-7VC14	Ora,L.A	Var	Var	See Los Angeles County					
	Ora			Various Locations				Minor Improve (DL & Contract)	2,657
59-3TA7	Pla	3,91	Lncn	Rte 3 at Sixth St & at Fourth St (Rte 91)		1/28/59	City of Lincoln	Drainage	13,000
60-3TC12	Pla,Nev	15	D,A,E	See Nevada County					
59-3TC17-FIPD	Pla	17	A,Roc,B	Bet 0.5 mi E of Roseville & 1.0 mi E of Newcastle	11.5	7/28/58	A. Teichert & Son, Inc.	Grade, PCC & PMS, 8 RC OC, 2 RC UC, RC Sep Str, Girder UP, Lights & Illum Signs	7,493,360
59-3TC13-FI	Pla	37	C,D	Bet 0.9 Mi W of Magra Overhead & 0.5 Mi W of Monte Vista.....	4.6	6/12/58	Fredrickson & Watson Const. Co. & Ransome Company.....	Grade, PMS on UB & CTB, PCC on UB & CTS, 3 RC OC & RC OH.....	2,847,703
60-3TC2-FIPD	Pla	37	D,E	Bet 0.7 mi E of Baxter & 0.6 mi W of Emigrant Gap	7.8	2/ 5/59	A. Teichert & Son, Inc.	Grade, PCC on CTS, PMS on CTB & UB, 2 RC UC & RC OC	5,119,325
59-3TC1-FIPD	Pla,Nev	37	F,B	Bet Hampshire Rocks & 0.5 Mi W of Soda Springs.....	6.0	1/ 2/58	Clyde W. Wood & Sons, Inc & Kirst Const Co & Alwood Corp..	Grade, PCC on CTS, PMS on CTB, 2 RC Brs & 2 RC UC.....	5,391,555
59-3TC9	Pla,Nev	38	C	Bet 0.2 Mi S of Squaw Valley Rd, 5 Mi N of Tahoe City & Donner Cr UP.....	8.4	4/15/58	Fredrickson & Watson Const. Co. & Ransome Company.....	Grade, PMS on UB & widen RC Br.....	1,487,331
60-3TC13	Pla,E.D	38	Var	See El Dorado County					
58-3DDC17-P	Pla	FAS 1245		Truckee Shortcut bet 5.6 Mi NW of Kings Beach & Nevada Co Line	4.4	6/20/58	Granite Const. Co.....	Grade & PMS on Lime Tr Base...	313,500
	Pla			Various Locations				Minor Improve (DL & Contract)	6.050

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
60-14TC6	Plu	21	A	Chambers Cr & Chipps Cr, 5 mi N & 10 mi N of Storrie	0.8	4/23/59	G. S. Herrington	Grade, PMS on UB & 2 RC Br	236,826
59-2DDC29-P	Plu	FAS 1251		Bet 2.6 mi S of Hwy US 40A & Hwy US 40A at Beckwourth	2.5	5/18/59	Isbell Const. Co.	IB & UB	56,392
	Plu			Various Locations				Minor Improve (DL & Contract)	0
59-8VA1	Riv	19	A	Sunnyslope to Orange St		11/ 5/58	Riverside Co. Flood Control & Water Conservation Dist.	Drainage, Embankment Protection	16,403
59-8VC10-F	Riv	19	D	Bet 4.8 mi W of Rte 26 & Rte 26, near Beaumont	4.8	10/ 2/58	Silva & Hill Const. Co.	Grade, PMS on CTB, Conc OH, RC OH & Widen RC Br	1,196,571
59-14VC8	Riv	19	Riv	On Eighth St, bet Lemon St & Park Ave	0.5	12/31/58	W. F. Maxwell Co.	Grade, PMS, Stl & RC UP, RC UP, 2 Stl & RC OC, 3 Stl & RC UP & Pumping Plant	1,354,363
60-8VC4	Riv	19	Riv,B	University of California at Riverside	0.4	6/22/59	W. F. Maxwell Co.	Grade, PCC on CTS, PMS on UB, & RC UC	193,193
59-11VC16-FI	Riv	26	E,D	Bet Indio OH & Thousand Palms	9.0	3/19/59	Massey Sand & Rock Co. & Silva & Hill Const. Co.	Grade, PMS on CTB, RC OH & 3 RC OC	1,977,046
59-8VC20-F	Riv	43	B,Riv	Bet Pierce St & Van Buren St in Riverside	3.4	3/ 4/59	Fredericksen and Kasler	Grade, PCC on CTS & PMS on IBM, 2 RC OH, RC OC & RC UC	2,518,865
59-8VC8-F	Riv,SBd	43	C,F	Bet Riverside Co Line & Rte 26	4.3	7/ 1/58	E. L. Yeager Co., E. L. Yeager Const. Co., Inc., Bert C. Altfillisch, Altfillisch Const. Co. and Lowe & Watson	Grade, PMS on CTB, 4 RC OC, Stl OH, 2 Stl UP & 4 RC Sep Str	4,217,207
59-8VC22	Riv	43	Riv	On Magnolia Ave at Van Buren St, in Riverside		4/23/59	Paul Gardner Corp.	Stl Sign Strs & Signals	7,848
59-8VC23	Riv	43	Riv	Bet Paphappa UP & Charles St, in Riverside	2.4	5/ 8/59	K. E. C. Co.	Roadside Development	163,146
59-14VC11-FI	Riv	64	F	3 mi E of Blythe		4/28/59	Osborn Company & O. B. Pierson, Inc.	Stl & RC Br, Br Appr & RC Pipe	1,106,707
59-8VC18	Riv	78	C,Per	Bet 0.5 mi S of 4th St & Perris Blvd	1.3	1/21/59	A. S. Hubbs	Grade & PMS on CTB	111,784
59-8VC25	Riv	78	C	Bet Rte 64 & 0.2 mi S of Fourth St, 1 mi SE of Perris	2.5	6/26/59	E. L. Yeager Co.	Grade, PMS on CTB & Widen 9 RC Br	320,568
59-8VC21-Y	Riv	78	D	Bet 0.2 mi S of Eschscholtzia Ave & March Air Force Base Access Rd OC, 8 mi SE of Riverside	0.8	5/18/59	Roy C. Barnett	Roadside Development	5,238
59-14VC12	Riv	194	C	San Jacinto Riv Br, 3 mi N of San Jacinto	0.2	6/ 1/59	Ralph B. Slaughter	Redeck Br, Grade, PMS on Appr & Detour	43,918
60-8VC2	Riv,SBd	Var	Var	Various Locations	46.5	4/14/59	E. L. Yeager Co.	PMS	260,828
59-14SDC7	Riv	FAS 702		Across Santa Ana Riv on Van Buren Blvd		11/25/58	Jack L. Adams Const. Co.	RC Br	222,500
	Riv			Various Locations				Minor Improve (DL & Contract)	3,470
59-3TC40	Sac	3	B	N of Sacramento bet W of Howe Ave & W of Fulton Ave	0.8	5/22/59	Capital Nursery Co.	Roadside Development	9,149
59-3TC41	Sac	3	B,NSac	N Sacramento, at the Northgate Ave Off-Ramp & at the N Sacramento Off-Ramp		5/22/59	Engineering Design Corp.	Stl Sign Str & Lights	12,997
59-3TA9	Sac	3,4, 11,98	Sac	Various Locations		4/ 7/59	City of Sacramento	Curb returns	6,600
59-3TA10	Sac	3,50	Sac	At Intrs of I St with 3rd, 5th, 15th & 16th Sts		5/20/59	City of Sacramento	Lights	4,428
59-3TC18-F	Sac	4	A,B	Bet 1.8 mi S of Cosumnes Riv & 0.2 mi S of Elk Grove Rd	5.8	7/24/58	Brighton Sand & Gravel Co.	Grade, PMS on CTB & UB 3 RC Br & Widen RC Br	906,815
59-14TC11-F	Sac	4	B,Sac	Bet 1.8 mi S of Florin Rd & Broadway in Sacramento	7.1	7/ 7/58	Lew Jones Const. Co., Brighton Sand & Gravel Co.	10 RC OC, 2 RC UC, 2 RC Ped OC, 2 RC Br, Grade, PMS on UB on Appr & Detours	2,070,656
59-3TA1	Sac	4,50	Sac	On Broadway, 21st St to Alhambra Blvd & on 5th St, Capitol Ave to 'N' St		7/17/58	City of Sacramento	Resurface	15,000
59-14TA2	Sac	4	Sac	20th St Grade Crossing		4/ 7/59	Western Pacific Railroad Co.	Signals	3,500
59-14TC24-Y	Sac	11	C	Across the San Joaquin Riv near Antioch		4/ 2/59	Healy Tibbitts Const. Co.	Repair Br	53,474
59-3T5	Sac	11	Sac,B	65th St to Brighton Ave		1/ 5/59	Day Labor	Signs	3,000
59-3TA6	Sac	11	Sac,B	65th St to Brighton Ave		1/ 5/59	City of Sacramento & SMUD	Chnlz, Signs & Lights	3,500
59-10TC19-F	Sac	53	C	Bet Sacramento Riv Br & Mokelumne Riv Br	5.7	7/31/58	Baldwin Contracting Co., Inc.	Grade & PMS	927,316
59-14TC3-F	Sac,Sol	53	C;RVs,C	See Solano County.....					
59-3TC39	Sac	54	C	Bet 3 mi E of Sloughhouse & Amador Co Line		5/13/59	Chas. I. Cunningham Co.	Guard Railing & Extend Culverts	6,547
60-10TC9	Sac,Sol	Var	Var	See Solano County					
59-3SDC4-P	Sac	FAS 932		On Citrus Rd, bet State Hwy US 50 & Fair Oaks	2.2	10/20/58	Brighton Sand & Gravel Co.	Grade & PMS on UB	147,600
59-14DDC45-P	Sac	FAS 932		Across American Riv at Fair Oaks		9/30/58	C. B. Tuttle	RC & Stl Br	394,600
	Sac			Various Locations				Minor Improve (DL & Contract)	3,500
60-5TC2	SBt,Mon	22,119,10	Var	Bet 3.2 mi N of Hollister & SCl Co Line, bet 0.3 mi S & 4.2 mi N of Paicines, & bet San Lucas & 6.6 mi Ely	14.2	4/29/59	Madonna Construction Co.	PMS	93,739
	SBt			Various Locations				Minor Improve (DL & Contract)	[illegible]
60-8VC1-FI	SBd	26	B	Bet 0.2 mi E & 2.4 mi E of Redlands	1.9	2/17/59	E. L. Yeager Co.	Grade, PCC & RC OC	1,141,037
59-8VC12-FI	SBd	26	D	3 mi E of Ontario, at Haven Ave & at Milliken Ave	2.0	10/30/58	W. F. Maxwell Co.	Grade, PMS & 2 RC OC	675,829
59-8VC15-FI	SBd	26	D,Ria	Bet Sierra Ave & Colton	4.4	12/ 3/58	Winston Bros. Co.	Grade, PCC on CTS, PMS on IBM, 2 RC OC & 2 RC OH	1,599,224
59-8VC16-FI	SBd	26	D	Near Colton, bet Mulberry Ave & Cedar Ave	5.5	12/ 3/58	E. L. Yeager Co.	Grade, PCC on CTS, PMS on IBM, 2 RC OC & 2 RC OH	1,668,140
60-8VC3-FI	SBd	31	D,E,F	Bet Victorville & Barstow	26.6	4/14/59	Smith Landscaping	Roadside Development	45,440
59-8VC8-F	SBd,Riv	43	F,C	See Riverside County					
58-8VC10-FIP	SBd	43,31	SBd	Bet 0.2 Mi S of Rte 9 & 0.4 Mi N of 27th St in City of San Bernardino.....	3.1	4/ 3/58	J. A. Thompson & Son, Inc.....	PCC on CTS, PMS on IBM, 9 RC OC, Stl & RC OH.....	3,450,110
59-8VA7	SBd	77	A	Across Chino Cr, at Pipe Line Ave & S of Schaefer Ave		4/ 3/59	U.S. Corps of Engineers	Structures	179,000
59-8VC24	SBd	145	A,B,C	Bet Rte 31 S of Adelanto & Rte 58	32.8	5/ 8/59	E. L. Yeager Co.	Grade & PMS	436,894
59-8VA4	SBd	190	SBd	At Mountain View Ave		1/20/59	City of San Bernardino	Culv	7,750
60-8VC2	SBd,Riv	Var	Var	See Riverside County					
59-8DDC12-P	SBd	FAS 1268		Three mi E of Upland, on Haven Ave bet Foothill Blvd & Wilson Ave	2.8	4/ 7/59	Hubbs Equipment & Const. Co.	Grade & PMS on IBM	322,000
	SBd			Various Locations				Minor Improve (DL & Contract)	1,000
59-11VC21	S.D	2	A	In Cardiff at Chesterfield Dr		5/22/59	Darwin Const. Co.	Chnlz	6,830
59-11VC18	S.D	2	Ocn	Oceanside, at Hill St On-Ramp		4/14/59	R. E. Hazard Contg. Co.	Grade, PMS on UB & Lights	29,815
59-11VC19	S.D	2	SD	On Harbor Dr at Belt St, in San Diego		5/11/59	R. E. Hazard Contg. Co.	Left-turn Storage Lane	31,000
59-11VC20	S.D	2	SD	US Customs Inspection Area in SD Co, in SD at the Mexican Bdr	0.3	5/26/59	R. E. Hazard Contg. Co.	PMS on CTB on Appr & Insp Areas	267,911

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
58-11VC14-FI	S.D	12,77	S.D	Bet 1.2 Mi E of Taylor St & 0.5 Mi E of Rte 77.....	1.2	11/20/57	Griffith Co.....	Grade, PMS on CTB, 3 RC Sep Str, 4 RC UC, Timber UC, & Widen RC Br.....	3,632,394
59-11VC8-FI	S.D	12	SD	Bet 0.2 mi W & 1.2 mi E of Taylor St	1.3	9/29/58	R. E. Hazard Contracting Co. & W. F. Maxwell Co.	Grade, PMS on CTB & RC OC	1,339,087
59-11VC12-FI	S.D	12	SD	Bet 0.3 mi E of Fairmount Ave & 0.5 mi W of Lake Murray Blvd	2.6	12/26/58	Griffith Co.	Grade, PCC on CTS, PMS on CTB, 2 RC OC & RC UC	2,660,254
59-11VC14-FIP	S.D	12	SD,A	Bet 0.2 mi E of Rte 77 & 0.1 mi W of Fairmount Ave	3.6	2/27/59	R. E. Hazard Contg. Co. & W. F. Maxwell Co.	Grade, PCC on CTS, PMS on CTB, 3 RC OC & RC Br	4,956,811
59-11VA3	S.D	77	SD	At 10th Ave & Broadway & at 11th Ave & C St		6/15/59	City of San Diego	Drainage	12,000
59-11VC22	S.D	196	B	Bet 3.6 mi E of Vista & 1.2 mi W of Escondido	4.2	5/22/59	Griffith Co.	PMS on CTB	154,856
59-11VC7	S.D	200	SD	Bet 24th St & Home Ave, in SD	2.0	9/15/58	Daley Corp.	Grade, PCC on CTS, PMS on UB & RC Br	2,154,122
	S.D			Various Locations				Minor Improve (DL & Contract)	550
59-4TC81	S.F	2	SF	On Van Ness Ave bet Market St & Golden Gate Ave	0.4	6/17/59	Pacific Pavements Co., Ltd.	PMS	14,729
58-14TC23-FPD	S.F	2,68	SF	At the Rte 2/68 Interchange...	0.8	6/27/58	Guy F. Atkinson Co.....	Grade, PMS on CTB & Conc B; RC Sep Str, 3 RC UC, 2 Ped RC UC & Widen RC UC.....	8,566,593
59-4TA3	S.F	56	SF	At Wawona St		8/14/58	City of San Francisco	Signals	4,000
59-4TC53	S.F	68,2	SF	Bet Fifteenth St & Fifth St & bet Mission St & Rte 68	0.9	11/20/58	Watkin & Sibbald	Roadside Development	42,485
	S.F			Various Locations				Minor Improve (DL & Contract)	2,150
59-10TC17-F	S.J	4	E	Bet 0.5 mi S of Mariposa Rd & 0.2 mi N of Farmington Rd		7/21/58	A. Teichert & Son, Inc.	3 RC & Stl Br, Grade, PMS on CB & UB on Ramps & Appr	915,103
60-14TC2-F	S.J	5	A	At E Tracy OH	0.6	4/ 6/59	Charles MacClosky Co.	Widen RC OH, Grade & PMS on CTB on Appr	457,131
60-10TC10	S.J,Cal, Ama	5,65,97	Var	Various Locations	14.9	6/ 9/59	A. Teichert & Son, Inc.	PMS	82,319
60-14TC10	S.J	75	C	Duck Cr, 20 mi E of Stockton		5/29/59	Chas. I. Cunningham Co.	Detour & Widen Br	9,234
58-14BDC14-FP	S.J,Sta	FAS 903		See Stanislaus County.....					
59-14DDC44-P	S.J	FAS 907		Across Grant Line & Fabian - Bell Canals on Tracy Rd		9/19/58	Erickson, Phillips & Weisberg	RC Br, Bascule Span	619,400
	S.J			Various Locations				Minor Improve (DL & Contract)	0
60-5VC1	SLO	2	C,B	Bet Curbaril Ave & San Jacinto Rd at Atascadero	1.7	4/ 2/59	J. A. Roberts	Roadside Development	45,150
59-5V2	SLO	2	D	Sta 202 to Sta 207		8/22/58	Day Labor	Horizontal Drains	15,000
60-5VC3	SLO,S.B	2,125, 56	Var	Various Locations	41.1	5/13/59	Healy Const. Co.	PMS	287,557
59-5VC12-F	SLO	33	B	Bet 2.0 mi E of Estrella Riv & 0.4 mi W of Lucy Brown Rd	8.7	8/28/58	Madonna Const. Co.	Grade, PMS on CTB & RC Br	1,110,264
59-5VC18-F	SLO	33	C	Bet Rte 125 & Kern Co Line	6.1	10/ 3/58	Madonna Const. Co.	Grade & PMS on CTB	800,975
60-5TC3-P	SLO,Mon	56	A,B,C	Bet Arroyo De La Cruz Cr & Lucia	28.8	5/ 6/59	Madonna Const. Co.	PMS	158,848
59-5VC9	SLO	56	D	Bet 0.5 mi W of Pennington Cr & Morro Bay	5.6	8/ 8/58	Madonna Const. Co.	Grade, PMS on UB & RC UC	1,164,473
58-5VC7	SLO,S.B	57	A	Bet 1.0 Mi W of Huasna Riv & 0.6 Mi W of Buckhorn Cr.....	8.0	3/18/58	Madonna Const. Co.....	Grade, PMS on UB & 3 Stl Br...	3,485,688
59-5DDC17-P	SLO	FAS 1239		Los Berros-Arroyo Grande Rd, bet Arroyo Grande - Guadalupe Rd & State Rte 2	3.1	6/18/59	Valley Paving & Const. Co.	Grade & PMS on CTB	180,300
59-5DDC16-YP	SLO	Whale Rock Relocation Unit 2		Bet 1.4 mi N of Rte 56 & Santa Rita Rd & Cottontail Cr Rd bet FAS 1207 & one mi W	3.6	4/30/59	Jesse H. Harrison	Grade & PMS on UB	472,620
	SLO			Various Locations				Minor Improve (DL & Contract)	0
59-4TA13	S.M	2	Burl	At Lincoln Ave		6/ 5/59	City of Burlingame	Drainage Facilities	19,046
60-4TC24	S.M	56	D	Bet 0.6 mi S & 2.3 mi N of Montara	2.9	6/24/59	Bragato Paving Co. & Bragato Const. Co.	PMS on UB	58,760
59-4TC80	S.M	56,55	Pfa, DlC	Bet Manor Dr in Pacifica & 0.6 mi S of Westmoor Ave in DlC	2.1	5/22/59	Bragato Paving Co.	Widen Cut, PMS & Sl Ct	10,681
59-4T6	S.M	56	Pfa	Monterey Rd to Clifton Rd		1/21/59	Day Labor	Relocate Fence	1,200
60-4TC1-FP	S.M,SCl	68	Var	Bet 0.7 mi N of S.M-SCl Co Line & Stierlin Rd	4.4	1/21/59	L. C. Smith Co. & Concar Ranch & Enterprises	PCC on CTS, PMS on CTB & UB, Signals, Lights, 2 RC Br & 3 RC OC	3,465,528
58-14TA2	S.M	107	RdwC	Main St Grade Xing.....		4/17/58	Day Labor.....	Automatic Gate Arms.....	4,250
60-4TC21	S.M,SCl	Var	Var	Various Locations	27.3	6/11/59	L. C. Smith Co.	PMS & Sl Ct	230,783
59-4DDC25-P	S.M	FAS 1004		Sand Hill Rd bet Whiskey Hill Rd & Santa Cruz Ave	2.9	10/ 7/58	L. C. Smith Co.	Grade & PMS on CTB	250,300
	S.M			Various Locations				Minor Improve (DL & Contract)	2.000
59-5VC17-F	S.B	2	J,SB	Bet Ortega Hill & Salsipuedes OH in Santa Barbara	2.5	10/ 3/58	Madonna Const. Co.	Grade, PCC on CTS, PMS on CTB, RC UC, Stl & RC UC, 2 RC Br & Widen RC Br	1,266,384
59-5VC22	S.B	2	M,L	Bet 1.0 mi N of Los Alamos & 4.0 mi S of Santa Maria	11.5	6/17/59	A. J. Diani Const. Co., Inc. & A. J. Diani	Grade & PMS on CTB	387,113
59-5VC23	S.B	2	N	Bet Orcutt & 1.5 mi S of Santa Maria	4.1	6/30/59	Madonna Const. Co.	Grade & PMS on UB	609,012
60-5VC3	S.B,SLO	2,125, 56	Var	See San Luis Obispo County					
59-5VC13-F	S.B	56	B	Bet 1.8 mi N of Ytias Cr & Jalama Rd	2.9	9/24/58	Stecker & Scott & Jessie H. Harrison	Grade, PMS on CTB & Stl Girder Br	935,549
59-14VA4	S.B	56	Lom	Lompoc Grade Crossing		11/ 3/58	Southern Pacific Co.	Signals, Flashing Lights	6,000
58-5VC7	S.B,SLO	57	A	See San Luis Obispo County....					
	S.B			Various Locations				Minor Improve (DL & Contract)	0
60-4TC16	SCl	2	C,Gil	Bet Llagas Cr & Gilroy	5.7	5/20/59	A. J. Raisch Paving Co.	PMS	160,844
59-4TA6	SCl	2	MVw	At Bailey Ave		12/22/58	City of Mountain View	Signals, Chnlz & Drainage Strs	71,021
60-4TC17	SCl	2	Var	Bet Palo Alto & Rte 114	5.2	5/27/59	Madonna Const. Co.	PMS,Sl Cts & Vehicle Detectors	209,790
60-4TC14	SCl	5	B,LGts, SJs,Qmb	Bet Kennedy Rd & 0.3 mi S of Stevens Cr Rd	4.4	5/13/59	Leo F. Piazza Paving Co.	PMS	26,301
60-4TC20	SCl	5,42	LGts,D	In Los Gatos bet 0.2 mi S & 0.4 mi N of Rte 42	0.6	6/ 3/59	Bernard Gayman	Roadside Development	49,010
59-4TA12	SCl	5	Mps	At Capitol Ave		5/20/59	City of Milpitas	Realign Intrs	16,300
59-4TC42-FI	SCl	5	SJs,D	Bet Bascom Ave & N 4th St	2.5	9/26/58	Gordon H. Ball, Gordon H. Ball, Inc., Ball & Simpson, Lew Jones Const. Co.	Grade, PCC on CTS, PMS on CTB on Ramps & Front Rds, RC Br, RC Sep, 2 Stl & RC Br, Stl & RC OC, & RC OH	3,214,077
59-4TA2	SCl	5	SJs,D	Guadalupe Riv to vicinity of Bailey Ave & Daniel Way		7/24/58	City of San Jose	Storm Drain	13,890
59-4TA11	SCl	5	SJs,B	On Stevens Cr Rd, New Rte 5 Frwy to Bascom Ave		4/ 7/59	County of Santa Clara	Surface & Chnlz	10,000

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
60-4TC19	SCl	5	Var	Bet 0.2 mi S of Roberts Rd in Los Gatos & Bascom Ave in San Jose	7.8	6/ 2/59	Rudolph Watson	Roadside Development	87,562
60-4TC15	SCl	32	B	Bet San Felipe & Hollister Wye	2.4	5/13/59	Bragato Paving Co. & Bragato Const. Co.	Grade & PMS on CTB	152,577
59-4T2	SCl	32	D	0.5 mi E of Hecker Pass Summit		9/19/58	Day Labor	Erosion Control	1,850
60-4TC2-FI	SCl	68,5,69	B,SJs,A	San Jose, bet 0.4 mi N of Brokaw Rd & 0.1 mi S of Taylor St & bet First St & 0.4 mi N of Bayshore Hwy	4.1	1/26/59	Gordon H. Ball, Gordon H. Ball, Inc., Ball & Simpson & Lew Jones Const. Co.	Grade, PCC & PMS, 6 Stl & RC UC, 2 Stl & RC UC, 2 Stl & RC OC, 2 Stl & RC Sep Str	4,288,751
59-4TC32-F	SCl	68,113	Sunv,B, A	In & adj to Sunnyvale, on Bayshore Hwy at Mountain View-Alviso Rd	1.9	7/28/58	Dan Caputo Co. & M.J.B. Const. Co., Inc.	Grade, PMS on CTB & RC Sep Str	1,256,951
60-4TC1-FP	SCl,S.M	68	Var	See San Mateo County					
60-4TC21	SCl,S.M	Var	Var	See San Mateo County					
59-4DDC27-P	SCl	FAS 618		Almaden Rd over the Southern Pacific RR S of San Jose	1.2	11/18/58	Edward Keeble Const. Co.	Grade, PMS on CTB & Stl Girder Br, Signals & Lights	900,022
	SCl			Various Locations				Minor Improve (DL & Contract)	8,000
60-4TC3-F	SCr	5	A	Bet Glen Canyon Rd & 0.2 mi N of Santa Cruz	3.3	3/24/59	Frederickson & Watson Const. Co.	Grade, PMS on UB, RC OC, RC UC & RC Culv	1,653,411
60-4TC4	SCr	56,5	SCr,A	Bet Park Way & 0.3 mi N of Jct Rtes 56 & 5	2.0	3/13/59	L. K. Nelson	Roadside Development	57,960
59-4T3	SCr	116	A	3.25 mi N of Santa Cruz		11/ 3/58	Day Labor	Slide removal	79,500
	SCr			Various Locations				Minor Improve (DL & Contract)	0
59-2TC18-FIPD	Sha,Sis	3	D;A,Dmr	Bet 1 mi S of the Shasta-Siskiyou County Line & Sacramento Riv Br in Dunsmuir	3.7	8/ 8/59	McCammon-Wunderlich Co. & Wunderlich Contracting Co.	Grade, PCC on CTS, PMS on UB, 6 RC UC, RC Br & RC Culv	4,559,515
60-2TC2-FIPD	Sha	3	D	Bet one mi S of Castella & 0.7 mi S of the Siskiyou Co Line	4.4	5/ 4/59	Gibbons & Reed Co.	Grade, PCC on CTS; PMS on UB & 4 RC Br	5,782,150
59-2TC23-P	Sha	20	Rdg	Ridge Dr, near WCL of Redding	0.3	6/ 9/59	Morgan Const. Co.	Grade, PMS on UB & Drainage Strs	9,622
59-2TC17-F	Sha	28	C	Bet 0.2 mi E of Hillcrest & 3 mi W of Burney	5.3	7/28/58	M. W. Brown	Grade & PMS on CTB	1,557,190
60-2TC8	Sha	29	C	Bet 3.0 mi W of Burney & Burney	2.9	6/24/59	M. W. Brown	PMS	29,043
	Sha			Various Locations				Minor Improve (DL & Contract)	0
59-3TC38	Sie	25,83	B,C;B	Bet 0.8 mi W of Bassets & Sattley		4/23/59	Chas. I. Cunningham Co.	Extend CMP Culvs	10,776
	Sie			Various Locations				Minor Improve (DL & Contract)	0
59-2TC18-FIPD	Sis,Sha	3	A,Dmr;D	See Shasta County					
60-2TC3	Sis	3,46	C,D	Bet 1.6 mi S of Oregon State Line & Oregon State Line & bet Walker Br & Rte 3	21.0	6/ 3/59	J. C. Compton Co.	PMS	162,671
59-2T5	Sis	46	A	0.3 mi E of Clear Cr to 2 mi W of Happy Camp		5/18/59	Day Labor	Pen Tr	16,900
60-2TC5	Sis	72	B	Bet 5.0 mi N of Cougar & 6.1 mi S of Macdoel	13.1	6/ 3/59	M. W. Brown	PMS	109,399
59-2TC14-F	Sis	82	C	Bet Kidder Cr & 1.8 Mi S of Fort Jones.....	2.9	6/16/58	Baytec Const. Co.....	Grade & PMS on UB.....	371,640
60-14TC3	Sis	82	E	Shasta Riv, one mi W of Montague	0.4	4/ 8/59	Bos Const. Co.	Grade, Appr, PMS on UB & RC Br	117,793
59-14SDC1-P	Sis	FAS 1089		On West Side Road at French Cr & Etna Cr		9/ 2/58	Leo L. Davis	2 RC Br	96,700
	Sis			Various Locations				Minor Improve (DL & Contract)	0
60-3TC15-FI	Sol,Yol	6	A;E,A	Bet 0.2 mi W of Solano-Yolo Co Line & 3 mi E of Davis		6/23/59	A. Teichert & Son, Inc.	Grade, PCC on CTS, PMS on UB, 2 RC OC & RC OH	2,262,436
59-10TA4	Sol	7	Val,G	Henry St Ext, Lassen St to Frontage Rd near Tennessee St OC		5/22/59	City of Vallejo	Grade, Surface & Curbs	18,000
56-10TA2	Sol	7,74,75, 208	Var	Sweet Property. Sec 20.....		4/25/56	State.....	Site Acquisition.....	25,000
59-14TC3-F	Sol,Sac	53	RVs,C;C	Bet 5th St in Rio Vista & E end of Sacramento Riv Br.....		3/20/58	Judson Pacific-Murphy Corp....	Grade, PMS on Br Appr & Conn, RC Br & Stl Super Str.....	2,285,423
60-10TC7	Sol	53	Sui,A, B	Bet Fairfield-Suisun City Limits & 9.1 mi Ely	9.0	5/29/58	Delta Const. Co.	Sl Ct	10,867
59-10TA3	Sol	74	Val	At Tennessee St & at York St		2/ 6/59	City of Vallejo	Signals & Lights	9,600
60-10TC4-FI	Sol	90	A	Bet 0.2 mi N of Sweeney Cr & Putah Cr near Winters	5.2	5/ 4/59	Gordon H. Ball, & Gordon H. Ball, Inc.	Grade & PCC on CTS	1,086,262
60-10TC9	Sol,Sac	Var	Var	Various Locations	17.7	6/ 3/59	Fredrickson Bros.	PMS	117,253
59-10SDC5-P	Sol	FAS 1107		On Peabody Rd, bet Travis Access Rd & Alamo Ave	4.3	11/18/58	A. Teichert & Son, Inc.	Grade & PMS on CTB	207,000
	Sol			Various Locations				Minor Improve (DL & Contract)	0
59-4TC14-F	Son,Mrn	8	A	See Marin County.....					
59-4B813	Son	56	A	1.4 mi & 2.6 mi SE of Bodega Bay		10/31/58	Day Labor	Grade & Surface	13,400
60-14TC5	Son	56	B	Across Salmon Cr, 12.5 mi N of Marin Co Line		4/20/59	Christensen & Foster & R. J. Sommers Const. Co.	Redeck RC Br	19,483
60-4TC11	Son,Nap, Mrn	Var	Var	See Marin County					
59-4BDC84-F	Son	FAS 779		Bohemian Hwy bet 0.5 mi & 0.9 mi Nly of Camp Meeker	0.3	5/13/59	Bragato Paving Co. and Bragato Const. Co.	Grade & PMS on UB	56,900
	Son			Various Locations				Minor Improve (DL & Contract)	0
59-10TA1	Sta	4	Mod	At J St (Rte 109)		7/17/58	Western Pacific Railroad Co.	RR Pre-emption Equip (Install)	4,400
59-14TA1	Sta	13	A	McHenrys Grade Crossing		8/15/58	Tidewater Southern Railway Co.	Flashing Light Signals	2,500
60-10TC5	Sta	109	Mod,A	Bet Needham St & Modesto Irrigation Dist. Lateral No. 3, in Modesto	1.7	5/ 6/59	McGuire & Hester	Grade, PMS & Drainage Facilities	1,245,394
58-14BDC14-FP	Sta,S.J	FAS 903		McHenry Ave across Stanislaus Riv Overflow Channel & Stanislaus Riv, 2.3 Mi S of Escalon.....	0.6	4/21/58	Stolte, Inc.....	Grade, PMS on UB & 2 RC Br....	499,900
59-10SDC8-P	Sta	FAS 916		On Las Palmas Ave & West Main St bet Elm Ave & Jennings Rd	1.5	11/20/58	John Delphia & Fred J. Early Jr. Co., Inc.	Grade & PMS on UB	203,000
59-14DDC48-P	Sta	FAS 916		On Las Palmas Rd across San Joaquin Riv near Patterson		5/18/59	Lord & Bishop, Inc.	Rc Br & PMS on UB on Appr	180,700
	Sta			Various Locations				Minor Improve (DL & Contract)	0
60-3TC8	Sut	3	YC,A	Bet Rte 15 & 0.9 mi N in & near Yuba City	0.9	4/15/59	Brown-Ely Co., Contrs.	Grade, PMS on CTB, Signals & Lights	198,467
60-3TA1	Sut	3	YC,A	Rte 15 to 0.5 mi N of Yuba City CL		2/16/59	Yuba City	Storm Drain	37,000
60-3TC14	Sut	15	B	Wadsworth Canal, 6 mi W of Yuba City		6/ 3/59	Lester L. Rice & Sons, Inc.	Grade, PMS on UB & IB, Widen RC Br	192,164
	Sut			Various Locations				Minor Improve (DL & Contract)	0

INCOMPLETE CONTRACTS-Continued

Contract Number	County	Route	Section	Location	Miles	Contract Date	Contractor	Type of Work	Allotment
58-2TA2	Teh	3	RB1	At Walnut Street.....		4/17/58	City of Red Bluff.....	Signals & Lights.....	3,700
60-2TC1	Teh	29	D	Bet 0.2 mi W & 1.1 mi E of Dry Cr, 31 mi W of Red Bluff	1.4	4/ 2/59	Thomas Const. Co.	Grade, Sl Ct on UB, Drainage Facilities & RC Br	195,666
60-2TC4	Teh	83	A	Bet Rte 86 & Lassen Volcanic National Park	4.2	6/ 3/59	Smith-Wehner Co.	PMS on UB	125,581
59-2DDC33-P	Teh	FAS 1081		On Long Rd, bet 0.6 mi NE of Dales & 4.0 mi NE of Dales	3.4	6/25/59	Thomas Const. Co. & Smith-Wehner Co., Inc.	PMS & UB in Shldr Areas	59,400
	Teh			Various Locations				Minor Improve (DL & Contract)	0
59-1BC86-F	Tri	20	C,D	Bet 3.2 mi E of Humboldt Co Line & 2.2 mi E of Burnt Ranch Post Office	0.3	10/31/58	Mercer, Fraser Co., Inc. and Mercer, Fraser Gas Co., Inc.	Grade, PMS, Drainage Strs & Bank Protection	196,727
59-1B89	Tri	20	C	At Stations 110+00 & 114+00		2/16/59	Day Labor	Extend Culverts	922
60-1TC3	Tri,Hum	20;35	C,D;A	Bet Humboldt Co Line & 4.0 mi E of Del Loma & bet 1.3 mi W of Hydesville & 3.1 mi E of Carlotta	29.7	5/13/59	Mercer, Fraser Co. and Mercer, Fraser Gas Co., Inc.	PMS	181,691
60-14TC4	Tri	29,35	A;B	Hayfork Cr, 10 mi SE of Peanut & at Dobbins Gulch, 0.5 mi N of Peanut	0.2	4/20/59	Dalzell Rigging Co.	Gr Appr, Seal Coat & 2 RC Br	46,507
59-2SDC3-P	Tri	FAS 1089		Scott Mountain - Minersville Rd bet Preacher Meadow Camp Ground & Swift Cr Br	2.2	9/15/58	Daniel Bayles, Jr.	Grade & Drainage Facilities	62,200
	Tri			Various Locations				Minor Improve (DL & Contract)	2,400
59-6VC19	Tul	10	E	Bet 1.4 mi N of Lemoncove & 2.6 mi S of Three Rivers		6/23/59	Isbell Const. Co.	PMS on UB & Stl Br	3,801,673
59-6V1	Tul	127	E	Mile 0.00 to Mile 4.0		5/22/59	Day Labor	Widen Roadway	95,000
59-6DDC38-P	Tul	FAS 1127		On Rd 252 bet Ave 128 & Ave 144, 0.5 mi S of Porterville	2.1	4/20/59	L. B. Wells Const. Co.	Grade & PMS on CTB	100,600
59-6DDC39-P	Tul	FAS 1134		Bet Rd 256 & Ave 176, 8.5 mi SE of Strathmore, on Frazier Valley Rd	4.9	6/24/59	Flores & Perry	Grade & RMS on CTB	159,700
	Tul			Various Locations				Minor Improve (DL & Contract)	5,412
	Tuo			Various Locations				Minor Improve (DL & Contract)	2,500
60-7VC6-F	Ven,L.A	2	A;B;C	See Los Angeles County					
59-7VC71	Ven	2	D,E,F	Bet Ventura Riv & 1.0 mi N of Sea Cliff	8.5	6/ 2/59	Madonna Const. Co.	Grade & PMS	450,000
59-7V2	Ven	2	D	2.5 mi to 5.1 mi N of the City of Ventura		1/30/59	Day Labor	Embankment Protection	20,000
60-7VC8	Ven	9,79, 153	Var	Bet Somis Rd & 0.3 mi E of Ternez Grade Xing W of Moorpark; bet Steckel Dr & 10th St in Santa Paula; & bet Pleasant Valley Rd & Las Posas Rd, 5 mi E of Oxnard	6.6	5/ 5/59	Maze Const. Co.	PMS	33,594
59-7VC74	Ven	60	A	Bet ECL of Oxnard & Calleguas Cr		6/22/59	Paul V. Pollock & Son	Grade, PMS, Culvs & Fence	23,965
59-14VA5	Ven	79	B	At E Santa Paula Grade Crossing		2/ 3/59	Southern Pacific Co.	Flashing Light Signals	4,500
59-7VC68-P	Ven	79	Ven	On Telegraph Rd at Mills Rd		5/29/59	Major Engineering Const. Co.	Grade & PMS on UB	8,796
	Ven			Various Locations				Minor Improve (DL & Contract)	864
60-3TC15-FI	Yol,Sol	6	E;A;A	See Solano County					
59-14TC22	Yol	50	F	Bet West End of I St Br Across Sacramento Riv & 3rd St in Broderick	0.3	12/31/58	Stolte, Inc.	Grade, PMS on CTB on Br Appr, RC & Stl Br	392,953
58-14TA3	Yol	87	A	At North Woodland Grade Xing No AF-86.7.....		5/13/58	Southern Pacific Co.....	Flashing Signals.....	3,700
59-3TC43	Yol	87	A	SPRR Xing 1 mi N of Woodland		6/26/59	A. Teichert & Son, Inc.	PMS on UB	19,937
60-3TC9-FI	Yol	90,6	A,B, Win,D	Bet Solano Co Line & Long Cr	13.7	4/16/59	Gordon H. Ball & Gordon H. Ball, Inc.	PCC on CTS, PMS on UB, Grade & PMS	1,543,954
59-14DDC49-P	Yol	FAS 1167		Across Dry Slough & across Willow Slough, 5 mi SW of Woodland		5/29/59	Lord & Bishop, Inc.	2 RC Br	43,200
	Yol			Various Locations				Minor Improve (DL & Contract)	4,000
59-14TC14-F	Yub	3	B,Mv1	Bet 0.2 mi S of Yuba Riv Br & Second St in Marysville	0.8	8/14/58	R. M. Price Const. Co.	Grade, PMS on UB & CTB, RC Br, RC UC	3,419,571
	Yub			Various Locations				Minor Improve (DL & Contract)	0

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